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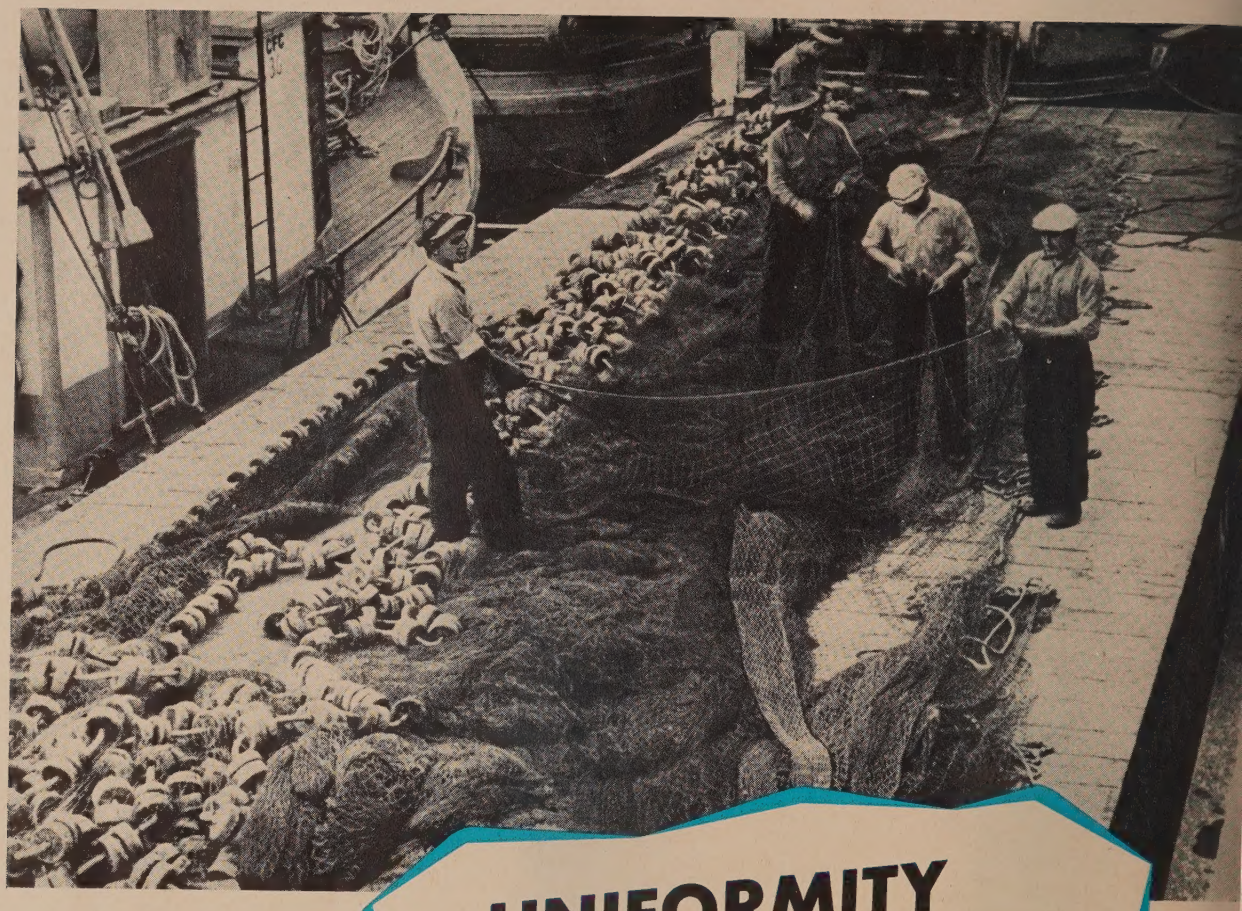
HONOLULU T H

What are they? *Sea lions.*

Where are they? *Near Bristol Bay.*

What do they eat? *Fish.*

This picture of a sea lion rock north of Amak Island at the entrance to Bristol Bay was taken in 1952 by Dr. W. F. Thompson, director of the Fisheries Research Institute, which is beginning a study of these creatures, their numbers, feeding habits, and the degree of their predation against the Alaska salmon runs.



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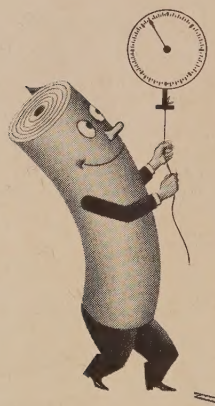

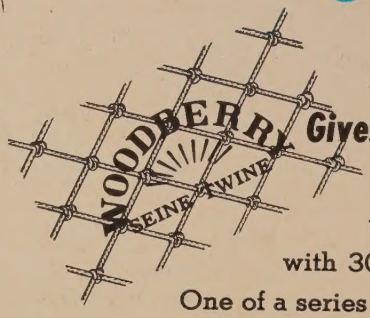

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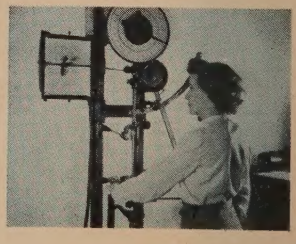

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PACIFIC FISHERMAN

A Miller Freeman Publication

Vol. 50 **No. 13**

DECEMBER, 1952

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Salmon Canners See Need For Aggressive Promotion

Urgent need for a hard-hitting promotion and advertising program to push sales of canned salmon was stressed at the 39th annual convention of the Association of Pacific Fisheries held in mid-November in Fairmont Hotel, San Francisco, attended by 250 delegates.

Vance F. Sutter, Fidalgo Island Packing Co., returned for a third term as association president, keynoted the sessions when he described the confusing situation confronting the industry, caught in a squeeze between rising costs and marketing stalemate at a time when general business activity is at an exceedingly high level. The industry, according to Sutter, was getting somewhere in trying to keep down fish and labor costs and in the biological research activity of Dr. W. F. Thompson in Alaska, but he confessed that solution of the all-important problem of marketing was long overdue.

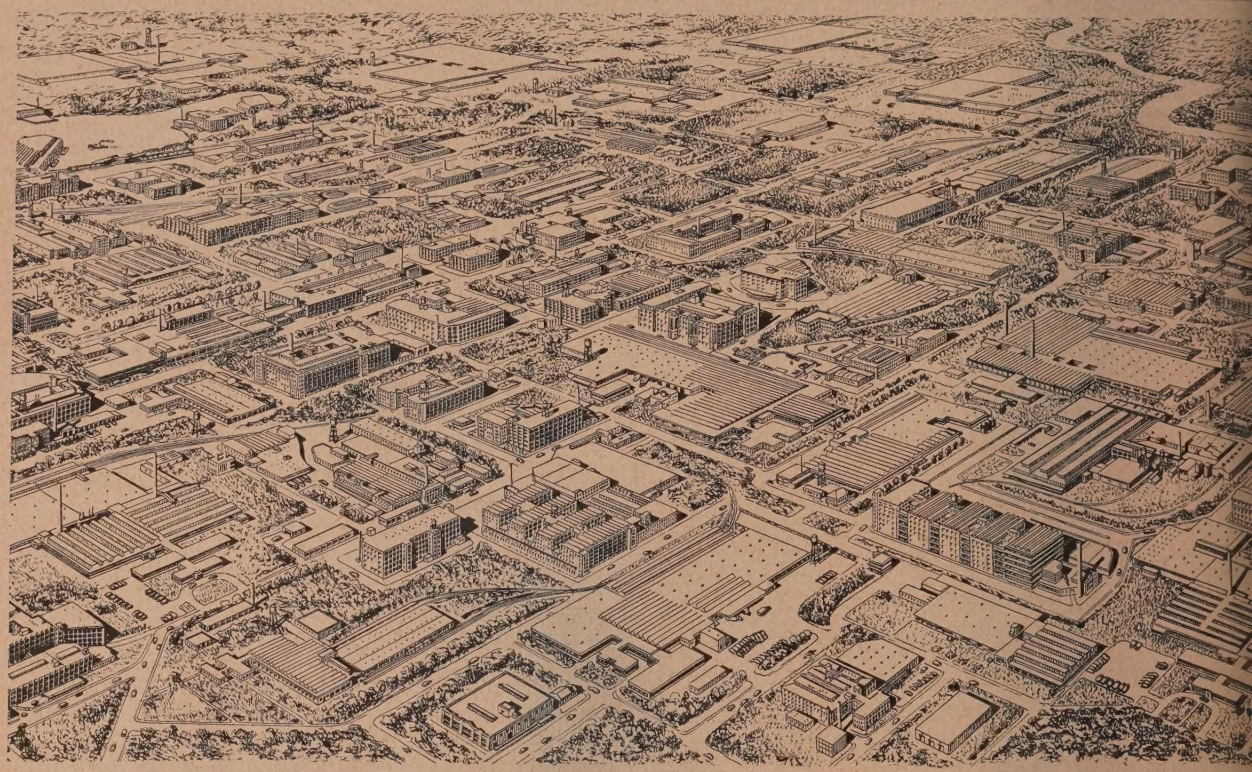
After Judge W. C. Arnold had declared that price adjustment might be essential in getting wider distribution of canned salmon, John Plancich, Fishermen's Packing Corporation, Anacortes, introduced a resolution calling on the U. S. Government to buy additional canned salmon for the armed forces and urging the use of Mutual Security Administration funds for the same purpose. The resolution was adopted, but Maurice Rattray, of the Defense Fisheries Administration, pointed out that the services were actually overbought. The Korean war, relatively stationary, did not provide the demand for canned goods as did a more fluid campaign such as in North Africa in World War II, said Rattray.

As discussion continued it became clear that the industry's best sales bet was at the general consumer level, and John Calahan, of Can Manufacturers' Institute, said his organization would gladly co-operate with salmon packers in a promotion campaign just is it had with other food industries. "It's not fantastic to hope," said Calahan, "that your promotion dollar will return to you on the basis of 50 for 1 if your campaign is intelligently planned."

More fuel for the advertising-promotion fire was piled on by Stanley G. Remus, Chicago, who said the salmon industry had done nothing to educate the millions of young housewives who, unlike their mothers, were now being offered canned salmon at luxury prices instead of at 10 cents a can. Unlike the hesitant salmon canners, said Remus, tuna packers were spending millions on advertising—and getting results.

Roger Hager, Canadian Fishing Co., told how packers in British Columbia had effectively dealt with a problem similar to that now facing the industry in the U. S. Spending about $250,000 a year on advertising for the past three years, B. C. canners had succeeded in doubling canned salmon consumption in the domestic Canadian market.

This whole question of promotion and advertising by the canned salmon industry will be more decisively dealt with at a meeting likely to be held soon in Seattle. The San Francisco convention gave the idea tremendous impetus, and indications are that positive action will be taken by early 1953.



Thoughts from Canco City

You are looking at a mighty unusual town.

It is Canco City—a far-flung American "workshop" of container plants between the Atlantic and Pacific, grouped together by an artist's magic hand.

Canco City is a city of 35,000 citizens—a community of people with diversified skills, hobbies and interests; just like you and the neighbors in your home town. These people are bound together with a common purpose: Planning and making better containers for your industry.

Now, at the close of the year, they pause to reflect upon the work they have done for you and to trust in all sincerity that the job for you has been the finest in the world.

Everyone in Canco City takes this opportunity to extend Season's Greetings to you . . . and everyone hopes that the New Year will bring to you and your community both prosperity and peace of mind.

AMERICAN CAN COMPANY

Containers—to help people live better! CANCO

FROZEN FISH

KEEP THAT

"DEEP SEA" LOOK AND TASTE

WITH

PFIZER

Ascorbic Acid

● You seal the "deep sea" look and taste right into your package when you treat frozen fish with Pfizer Ascorbic and Citric Acids. When you process rosefish, salmon, mackerel, rockfish and other varieties, Ascorbic alone or in combination with Citric Acid makes sales climb because:

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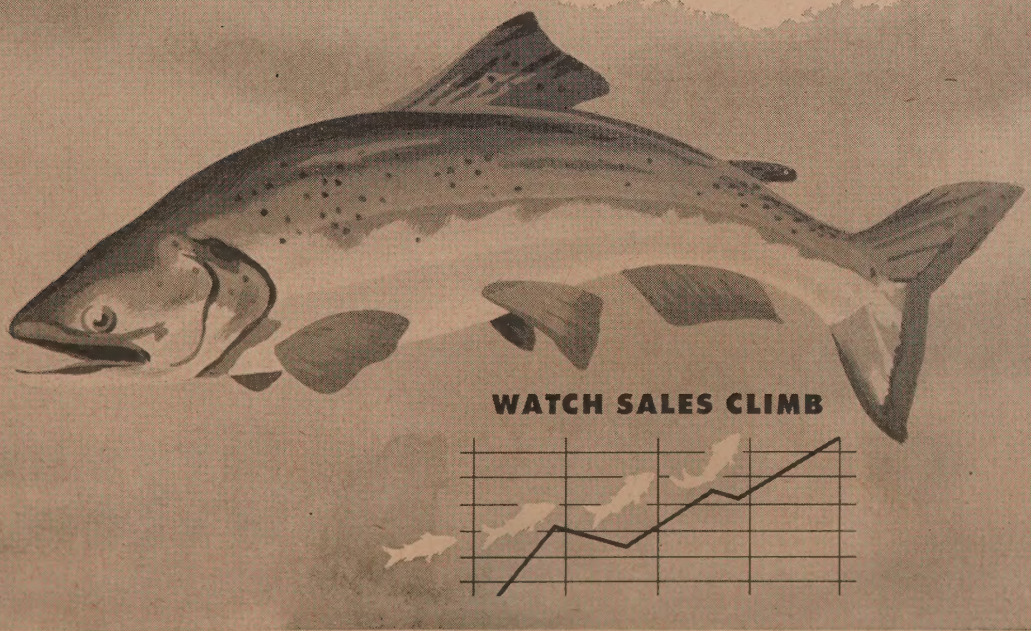

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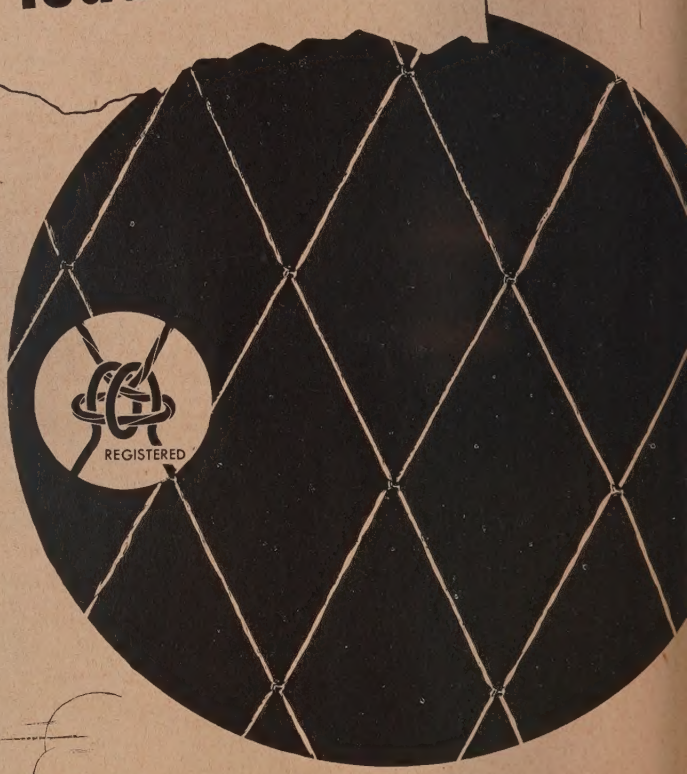
PFIZER QUALITY ®

PFIZER

like new...

even after bringing in the heaviest load!



The enormous impact of thousands of fish in an ordinary gill net often renders the net useless due to slipping of knots . . . this can be prevented when you use Pauls "Locknot"* Gill Netting.

Here is a gill net constructed with a special double knot that absolutely will not slip, turn or saw—but, positively stops loss of fish 100%, due to the fact that every fish gilled in a Pauls "Locknot"* Net stays gilled until they are safely in your boat. This exceptional feature offers you a net that provides longer wear under ordinary circumstances and practically eliminates mending and repair. Available in Nylon Salmon Twine 40/3 to 40/12 Ply and Linen Salmon Twine 40/3 to 40/14 ply. See one of our dealers listed below and have him show you the great advantage of using Pauls "Locknot"* Gill Netting . . . the most popular brand from coast to coast.

* **Locknot is a registered trade name for Pauls double knot netting, which is manufactured under a special patented process and sold only by the authorized dealers listed below, and should not be confused with netting of a similar name that might be sold to you as a substitute by unauthorized persons.**

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Netting

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ngines at Sea need TYDOL HD ...for *extra* protection

Sludging stops. Oil ducts don't clog. Valve stems and stons stay clean and free. That's what happens when Tydol D lubricates your engines. And here's why this high deter- ncy, heavy duty motor oil provides *extra* engine protection precious extra cruising time between layups for repairs:

- Tydol HD never gives sludge a chance to form. Its active detergents disperse engine deposits...hold 'em in suspension 'til time to drain. Then, out goes the sludge that other oils can't budge...leaving your engine *clean!*
- Tydol HD counteracts corrosion...neutralizes engine acids that otherwise cause pitting and excess wear.

ill it pay *you* to change to the oil that *cleans* as it *protects* it *lubricates?* Try Tydol HD...and see!

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100% paraffin base high V.I. motor oils, scientifically compounded h selected additives.

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DOL HD S-1—Higher detergency...for hard, vy diesel service; for any engine subjected to tinued overloading.

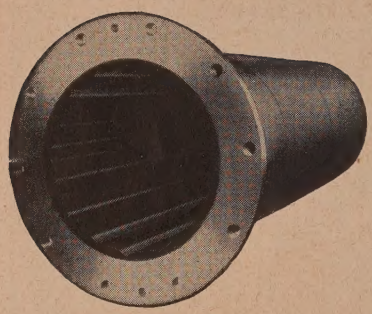
Ask your Associated Representative which Tydol HD meets your needs.

TYDOL HD MOTOR OILS

DE WATER ASSOCIATED OIL COMPANY
(WESTERN DIVISION)

Make Fishing Pay

Van Camp Sea Foods Tuna Clipper WHITE STAR is Cutless Equipped



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Large west coast stocks popular sizes. Factory stocks to 10-inch shaft size available overnight by air.

See your ship repair yard, marine supplier or write to—

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Engineers and National Distributors

B.F.Goodrich *Cutless* BEARINGS

PROPELLER SHAFT

SAN JUAN BRAND

TRADE SAN JUAN COPYRIGHTED MARK

Producers of

Fresh - Frozen - Salt - Smoked - Canned

Pacific Coast Fish Products

San Juan Fishing & Packing Co.

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Netting

made by Adams is your assurance of

Quality!

The fastest way to eliminate worry, and enjoy easier and better profits is to use Adams Best netting . . . for here is a brand that applies all the improvements in raw materials to the manufacture of fish netting, whether it be Nylon, Cotton or Linen Twine.

Our knowledge of raw materials and techniques that comes only with years of experience provide you with netting that represents values and economies hard to duplicate. Strong top quality twine, made into even meshes, each securely tied with knots that hold under the heaviest loads.

Leading dealers in your fishing port carry ADAMS BEST NETTING because they know the rigid quality control under which Adams Best Netting is manufactured.

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Englund Marine Supply Co., Newport and Astoria, Ore.
A. D'Acquisto & Sons, Monterey, Calif.
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SEASIDE SUPPLY STORES, INC., San Pedro, Calif.
COAST EQUIPMENT COMPANY, San Diego, Calif.

ADAMS
Nets · Twine
ADAMS' BEST

ON THE ATLANTIC...THE PACIFIC...AND THE GULF COASTS

...here's the machine they're buying!

The outstanding performance of our FF wrapping machine has made it the favorite of leading fish packers.

With the Model FF you can wrap over 100 packages a minute in any material suitable for frozen foods. Wraps are tightly sealed, printed matter neatly registered by an electric eye. Changeovers to a different size are made by two quick hand-wheel adjustments. An ingenious spring-mounted elevator well automatically compensates up to 3/8" for differences in package width. Special oiling system permits easy cleaning and lubrication.

Save time, save labor—and have a smart-looking, sales-winning package with the Model FF.

Write for literature on the Model FF

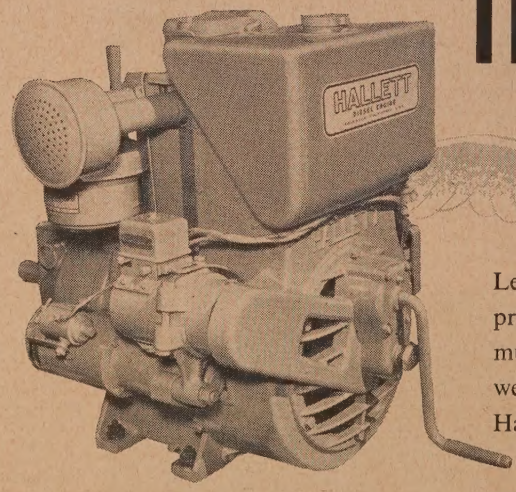
FRED TODT COMPANY, Pacific Coast Representative

2021 So. Hill St., Los Angeles 7 — 420 Market St., San Francisco 11
105 Orcas St., Seattle 8 — 205 East 12th St., Vancouver, Wash.

Model FF in plant of Fishermen's Co-operative Federation, Vancouver, B. C.

PACKAGE MACHINERY COMPANY

lightweight



Less than 40 pounds per horsepower makes Hallett the preferred Diesel—complete with intake and filter, exhaust muffler, fuel tank, and ready to run, the Hallett Model AC1 weighs only 220 pounds and it's rugged and compact. Other Hallett Diesels to 18 HP.

Write today and find out how lightweight Hallett Diesels can do a better job for you.

HALLETT MANUFACTURING COMPANY

World's Largest Manufacturer of Low Horsepower Diesel Engines.

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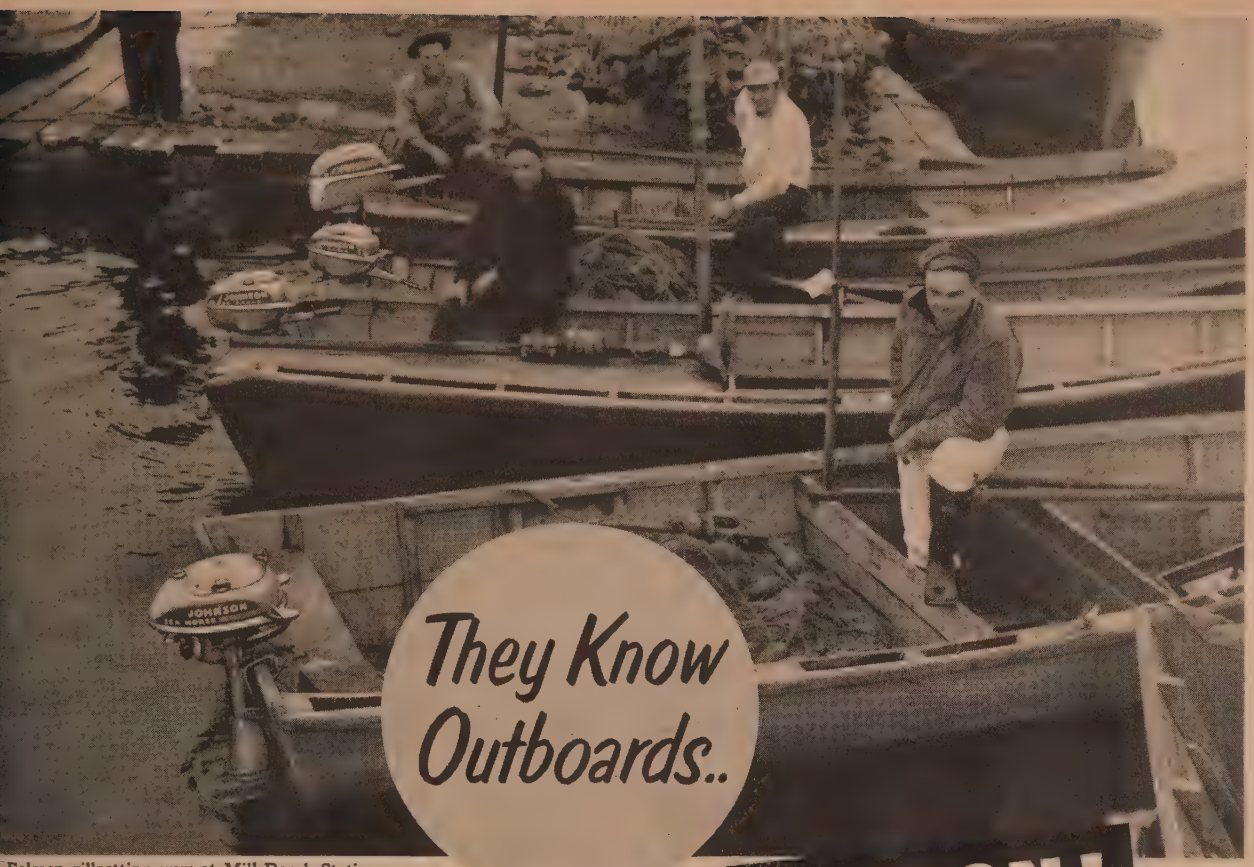
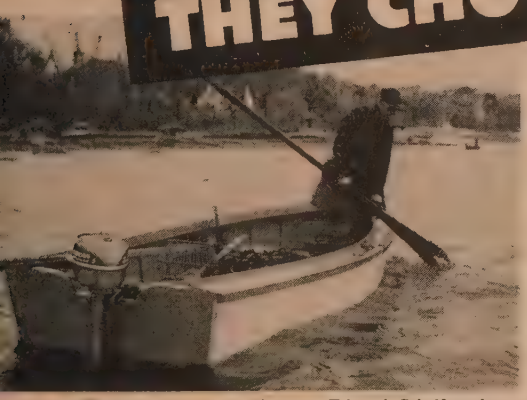


Salmon gillnetting crew at Mill Ranch Station on the Naselle River, Washington. Note the Johnson outboard motors.

THEY CHOOSE JOHNSON!



Clammer Edward Scheiferstein, Centerport, Long Island, N. Y. says about his Sea-Horse 5: "...I don't see how they could make it better."

Johnson Sea-Horse 5. World's largest selling outboard. 5 hp.

"Johnsons are the most dependable of 'em all," says A. G. Lewis, owner of the Mill Ranch Salmon Station. He ought to know. According to Mr. Lewis, they've tried them all!

Dependability is one of the outstanding characteristics of Johnson Sea-Horses. These rugged, compact power plants are marvels of precision manufacture. They deliver a flow of power smooth as silk *and they keep on delivering* — year after year!

Investigate. See your Johnson Dealer. (Look for his name in your classified phone book). Ask him to demonstrate Johnson Gear Shift (neutral, forward, reverse); separate, 6-gal. Mile-Master Fuel Tank, which lets you run for hours without refueling; Synchro-Twist Grip Speed Control; and other modern features of the Sea-Horse. Investigate Johnson's perfected Alternate Firing; waterproof magneto; easy starting; 4-way protection against corrosion. Learn about the sensational Sea-Horse 25—ideal for big waters and heavy loads—with power to give you over 30 mph—and that weighs less than 100 lbs.! You'll be amazed. Talk to your dealer!

FREE Write for fully illustrated literature on the four versatile Johnsons for 1952 — ranging from 3 hp to 25 hp. A size for every outboard need!

JOHNSON MOTORS
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In Canada: Mfd. by Johnson Motors, Peterborough

All hp is OBC *certified* brake hp at 4000 rpm.

Johnson
SEA-HORSES
FOR DEPENDABILITY

Pacific Marine Supply Co.

Serving the Northwest and Alaska since 1897

1217-1223 WESTERN AVE., SEATTLE 1, WASH. MAIN 1573

A CHRISTMAS MESSAGE

All through the year we use this space to tell you what we have to sell.

Now, at Christmas, we simply want to thank all of you with whom we have done business during the past year.

For all of us at Pacific Marine Supply Co., may I express the earnest hope that your Christmas will be a most happy one, and that the coming year will bring you and yours a fair share of the good things of life.

Sincerely,

PACIFIC MARINE SUPPLY CO.

E. Cunningham,
President

PACIFIC FISHERMAN DECEMBER 1952

Election's Effect On Fisheries

EFFECT of the election of 1952 will be felt in every segment of the Pacific fisheries.

While some shifting was to be seen as early as Nov. 5—when the hearings on Alaska Fishery Regulations for 1953 climaxed—the full effect will not be manifest for years.

That the eventual effect will be profound few will deny. That it will be favorable most thoughtful men in the industry believe.

Alaska showed the way for change early in October, when the Territory cleaned its legislative House and Senate of the Gruening Gang which had done the behest of Governor Gruening, with his open enmity toward the fisheries and his outspoken policy of harassment toward industry.

Come Spring, and the Governor himself will be gone, leaving Alaska free once more to work-out its future on the basis of free enterprise unfettered by paternalistic pandering.

There will be a new Secretary of the Interior, and new key men throughout that Department. Fisheries can expect changed policies. What, for example?

Revision of the doctrine under which Alaska has been crippled and its development delayed for years as queer-thinkers in Interior have sought to concentrate the wealth of Alaska into Indian reservations under the rule and regulation of Interior.

A general reversal of Interior's program of bringing all Western wealth under its control. The Columbia Valley Authority can be considered dead.

The States of the West can count once more on working out their own destinies free from the Federal incubus which has lain so long, and with increasingly heavy, smothering pressure upon Western life, development, resources.

Interior may even take on a new attitude toward application of the Hoover Reorganization Plan, freeing Fisheries from the fetters which bind it in junior partnership with Wildlife.

What of tariff? The policy of the new administration is not clearly defined, but the tuna people will recall that it was Democratic votes which beat the tuna tariff last June; and that virtually all Republicans in the Senate supported it.

What of Labor? It can expect a firm-but-fair policy. The national vote plainly showed that the public opposed labor dictation and labor dominance; and repudiated the long-time policy of catering to labor as one leading to disaster.

Congressional committee assignments are not yet known, but Congressman Alvin F. Weichel of Ohio is expected to return to chairmanship of Merchant Marine and Fisheries; with Congressman Thor C. Tollefson of Washington as chairman of the Fisheries Sub-committee.

Replacement of Dean Acheson as Secretary of State may be expected to produce broad changes. Nowhere did the electorate more plainly evidence its distrust of the Truman Administration than in the field of foreign policy.

What now?

That cannot yet be answered, but certainly a firmer policy is to be anticipated; certainly we can look for a swing away from the global give-away policy of Acheson, Thorp & Co.

At the state level?

The States will be freed from the gradual encroachments of Federal power. They no longer will fear, for example, that the Fish and Wildlife Service will seize control of all fisheries beyond the low-tide line, as Interior has sought to do with oil. The Federal thinking that coveted the oil below the bottom also coveted the fish in the waters above it.

THERE will be changes, and most of them will be for the good—but most of them will be at the top.

It should be recognized that while the election will make wide changes in the levels where policies are made, it will make but few in the levels where policies are applied—for those levels are protected by civil service with its guaranteed tenure.

Moreover, it is at those protected levels that some of the most insidious elements have penetrated the Federal service. These queer-thinkers will still be there after Jan. 20. They will retreat back into the woodwork, true; but they will still be there, quietly boring.

The accumulations of 20 years of loose-thinking and loose-spending at civil service levels cannot be cleared away by an election alone.

The new policy-makers must keep close watch lest their policies be perverted by the intrenched heirs of Ickes and Chapman and Hiss and Acheson.

Sardine Failure Spreads Into Southern Waters

While officially Southern California's sardine season opened October 1, the first vessels of the 150-seiner fleet did not sail before October 19, first due to the moon period and second the failure to agree on a price with the canners. The latter was finally resolved at $75.00 per ton, with a premium of $2.50 per ton should the fleet not achieve 24,000 tons by November 19.

Looked as if the canners would have to pay the hike because by November 6 the total caught was less than 2,000 tons, and prospects were poor for any improvement. "Opening night" saw 300 tons landed against last season's beginner of 7,000 tons! There was a little comfort in the 700 tons of Jack mackerel landed that night; not much.

For all of October the catch was 1,789 tons and from this the industry got a scant 34,821 cases. Additional was 403 tons, anchovies; 7,988 cases packed. Nobody was quoting out loud any prices on the 1952-3 sardine crop.

Tuna Imports Topic Argued Before U. S. Tariff Board

Again in November, the Southern California tuna industry made its bid in Washington for protection for the domestic industry against increasing imports. Last January some 60 members of the industry, representing all phases, appeared before both the Senate Finance Committee and the U. S. Tariff Commission, seeking passage through the Senate of HR-5693, which sought a temporary duty of 3c per lb. on all raw imports. It failed in the Senate, June 24. Immediately the Finance Committee directed the Tariff Commission to make a thorough investigation of all phases, raw and canned imports and their effect upon the domestic tuna industry, and to report on or before March 1, 1953.

At the same time, on request of the six West Coast senators, the Fish & Wildlife Service was ordered to make an investigation and report by January 1, 1953.

Those scheduled to speak at the Tariff Commission hearing included, James B. Lane, president, Westgate-Sun Harbor Company, designated to make the keynote talk to the press; Harold F. Cary, general manager, American Tunaboat Association, director of Southern California forces at the previous hearings; Roland Swaffield, California Fish Canners Association attorney; Harold Lokken, Fishing Vessel Owners Association, Seattle; Mason Case, Pacific Fish Producers Institute; Ed. L. Morris, director, California Tuna Research Foundation; Bill Wanger, Southern California Commercial Fishermen's Cooperative Association; R. D. Quinlan, Parrott & Co.; James Ota, Orica Trading Co.; Arnold Vogl, Riviera Packing Co., Eastport, Maine; F. D. Wyatt and George Tuttle, Wilbur-Ellis Co.; T. F. Sandoz, president, and James H. Cellars, Columbia River Salmon and Tuna Packers Association; Emil N. Baar, representing Council on Tuna Exports, Tokyo; Northcutt Ely, Washington, D. C.

It was considered probable that hearings would also be held around this same time before the U. S. Food & Drug Administration on Tuna Standards.

Mayhew Is Ambassador: Sinclair New Minister

Canada's new minister of fisheries is Hon. James Sinclair, 43, of Vancouver, B. C., who succeeds Hon. R. W. Mayhew, another British Columbian who held the post for several years and has now been appointed Canadian ambassador to Japan.

Although he has not been directly identified with the fishing industry in the past, Mr. Sinclair has been a member of the House of Commons since 1940, representing one of the coast constituencies in which commercial fishing is an important factor.

Mr. Mayhew's appointment is regarded as a sequel to the important role he played in the negotiation of the Japanese peace treaty, especially in its relationship to fishing. Mr. Mayhew signed the pact for Canada and he assisted in the formulation of the Colombo Plan wherein the Canadian government assists in the modernization of the fishing industry of Ceylon.

Late Salmon Operations Yield Limited Volume

Salmon packing operations into November generally were rated as light. Puget Sound Chum salmon fishing was sketchy, and the coastal waters of Oregon and Washington reported no heavy runs.

Substantial imports of fresh Chums for canning were hauled to Puget Sound canneries after the settlement of the strike in Canada.

British Columbia fishing and packing operations resumed late in October and ran on into November, but the abundant pack on hand and the limited demand for Chums in the domestic market put a preventer on packing enthusiasm.

Calif. Albacore Catch Rises 6,000 Tons Over 1951 Take

Southern California's Albacore fishermen — including boats and crews from all along the Pacific coast— slowed down in early November and counted up the catch. It had been far better than the previous year.

Fishermen said the season would have yielded more money for more boats except for the competition of imports of frozen Albacore from Japan.

To November 1 the landings in California for the domestic fleet was 22,000 tons, in round figures. Added to that was over 10,000 tons of imports. Last year saw a total of 22,852 tons landed; 6,288 tons being imports.

The fleets went along practically all season earning $350 per ton for their Longfins. Then in mid-October they got a bonus. Two canneries, French Sardine Company and Van Camp Sea Food Company raised the raw price to $400.

By early November the southern season was practically over. Some fish was arriving in Southern California from northern California runs. It was estimated that, before the last Longfin of the 1952 season was snagged, an additional 500 tons might be landed.

Season's end saw the domestic fleets earning a gross of around $8,000,000 —not the best in history by any means, but enough to pay off old debts and have enough left over to buy a lot of new equipment, from engines to electronics for the 1953 season.

Switch From Uniform S. E. Season Features 1953 Alaska Regulations

Switch in basic management policy for the Southeast Alaska salmon fishery generally was approved by the industry at the Seattle hearings which wound-up in November the series of Fish and Wildlife Service conferences with the industry on the 1953 Alaska Fishery Regulations.

Final discussions indicated that most of the points of difference had been harmonized or positions abandoned by one side or the other at the earlier meetings, leaving the final rounds at Seattle comparatively cordial.

Southeast Alaska Uniform Seasonal Dates Abandoned

Abandonment after several years of trial of the uniform open seasons for Southeast Alaska, regardless of differences in timing of the runs to the streams of the various districts, is expected to be the high-light of the new regulations for that region.

The Service proposed an early Red-and-Chum season in the northern portion from June 25 to July 11; a regular season in the general northern section from July 20 to August 22; and in the southern section from July 27 to Aug. 29. There would also be an off-shore seining season from July 20 to Sept. 2.

Packers in general approved this program, but asked a season from Aug. 5 to Sept. 5 in the northern part of Clarence Strait and the West Coast of Prince of Wales Island. They also strongly urged revision of the boundaries in the Clarence Strait district.

Fall Chum fishing in specific bays frequented by early Chums of good quality, and not by late Pinks, was proposed from Sept. 24 to Oct. 1, and generally approved.

Minimum length of troll Kings is to be revised of 26", with no weight minimum; and the closed season for crabs in the Icy Strait district is being eliminated.

Fall Freshet Damage May Affect '54 Run

Expressed opinion generally was that the return to staggered seasons was a constructive move, largely influenced by the studies of the Fisheries Research Institute in proving the variations in the timing of the runs to streams in different areas, and the remarkable constancy of this timing, as well as the desirability of securing escapement throughout the full run, and particularly at its peak—a principle which F.A.W.S. spokesmen frequently mentioned that they were now accepting.

They reiterated also their former policy of preventing the expansion of operations or the introduction of new forms of gear into areas and fisheries which they deemed already fully fished.

Howard Baltzo, assistant regional director of the F.A.W.S. for Alaska, repeated his warning that the already-weak even year cycle might be seriously affected in 1954 as result of loss of spawn through scouring of creek gravels in fall freshets, particularly in the northern part of the district.

1953 Nushagak Closure Accepted by Industry

The industry raised no objections to the Service proposal for complete closure of fishing on the Nushagak side of Bristol Bay in 1953, although the packers urged that the Service plan for closure throughout a full five-year cycle be not entered into except on a year-to-year basis.

They objected also to the proposal for consolidation of the mid-week closure into one 48-hour stretch, urging a single 24-hour closure; or two such if this was found urgently necessary.

Trammel Net Idea Abandoned by Service

The Service did not press the matter of permitting trammel nets on Bristol Bay. Advanced tentatively by Service spokesmen at the early hearings, the trammel net idea drew general disapproval from those familiar with this gear on the grounds that it would reduce escapement, particularly of the females which now escape in goodly proportion, and on which the success of spawning has been shown largely to depend. The industry submitted a mass of data collected by the Fisheries Research Institute disproving the contention that a serious percentage of net-marked Reds die without spawning. Photographs showed that net-marks heal and are detected only with difficulty by the time the salmon reach the gravels and spawn.

Service proposal to delay opening of the Naknek until July 1 drew sharp opposition from the packers, who contended that "escapements should be obtained from all segments of the run, rather than largely from one part"—a doctrine which the Service itself frequently espoused during the hearings.

Carl Johansen of the Alaska Fishermen's Union strongly supported the packers on this point, and also in opposition to the suggested "no-man's land" in the Middle Bluff area.

Ted Nakkarude, representing the Bering Sea Fishermen's Union submitted a statement which characterized the Nushagak closure as a "catastrophe."

Concurrent Seasons for Central Alaska Proposed

Concurrent seasons for Cook Inlet, Kodiak Island and Prince William Sound, proposed by the Cook Inlet packers as a means of controlling the intensity of fishing there, received scant consideration from the Service officials, Clarence Rhode, regional director, dismissing it with the remark that it "didn't look like sound management."

Harry Tallman, spokesman for the

PREDATORS UNPOPULAR

Predators proved unpopular at the hearings on 1953 Alaska Fishery Regulations, and were brought under heavy fire, but without suffering serious damage.

Ted Nakkarude, representing the Bering Sea Fishermen's Union, and Carl Johansen of the Alaska Fishermen's Union both strongly urged the Fish and Wildlife Service to undertake systematic control of predators —trout, gulls and sea lions in particular—as an effective means of salmon conservation.

The Fish and Wildlife Service is undertaking studies of predators in several categories next year, Clarence Rhode, regional director, declared; but he said that the Service could not agree to embark upon any extermination program without adequate facts drawn from sound research.

Work of this character is being initiated also by the Fisheries Research Institute, whose director, Dr. W. F. Thompson told of questionnaires being circulated to guide the F.R.I. studies next season.

Cook Inlet packers, charged the Service with creating on Cook Inlet a situation which eventually would wipe out the canneries, villages and towns on the Inlet. Mr. Rhode responded by saying that the Service was to blame for the Cook Inlet crisis only to the extent that it had allowed the development of drift net fishing there.

There was every indication that the Service would reject all proposals and continue with its 1952 program of regulating the Cook Inlet fishery on the basis of a two-day weekly fishing period, subject to possible increase if the catch rose above the curve of an experience graph based on the progress of runs of other years.

10½-Day Season Staggers Prince Wm. Operators

Speaking for the Prince William Sound operators, C. F. Johnson quietly told the Service officials that their proposed 10½-day fishing season, opening July 27 and closing Aug. 10, would make 1952 operations on the Sound economically impossible. He said the canners felt they could not operate if fishing started later than July 20.

Kodiak operators viewed with some skepticism the Service's new proposal for management of streams equipped with weirs, where the season opening is set-up merely as a "target date," with actual opening being permitted only when escapement reaches a figure calculated as satisfactory for that date on the basis of previous weir counts. Subsequent management of the fishery throughout the season would be based on conformity of catch with the curve.

The Kodiak packers suggested subdivision of the Karluk district in such a manner as to permit Uyak fishing for Pinks after closure of Karluk itself.

Growing Intensity Of Fishing Cited

Growing intensity of fishery to Westward was commented upon with evident uneasiness by Service spokesmen. At Chignik, for example, present gear application was rated more intensive than in any other area of Alaska.

Growing intensity of fishing on the Alaska Peninsula was shown by Mr. Rhode with the following figures:

1951		1952
95	seine boats	101
56	gill nets	147
24	beach seines	69
14	traps	18

Satisfactory Escapement To Fraser Reported

Generally satisfactory escapement of Sockeye salmon to the spawning beds of the Fraser River system is reported by Loyd A. Royal, director of the International Pacific Salmon Fisheries Commission.

While the numerical count of spawners falls somewhat short of that for 1948, the distribution is considered much better. In 1948 more than two-thirds of the entire escapement went to the Chilko alone, this year the Chilko spawners were barely more than half the total.

The 1952 escapement constituted 26% of the total run, where in 1948 the escapement was 34%. It is estimated that if the Canadian fishermen had not been on strike, and an extra day added to the closed season in British Columbia waters August 4, the 1952 escapement would have been cut to 17% of the total run.

West Mexico Shrimp Trade Proves Slow

Mexico's Pacific shrimp fishery was moving under rather a slow bell last month, after the open-water season in the Gulf of California began October 1. Less than 2,000,000 lbs. crossed the international border in October to Southern California distribution points, against nearly 5,000,000 lbs. last year for the same period.

Conditions, however, were improving. While the Southern California market was weak, the rest of the country was sharp for shrimp. Demand was excellent; prices steady, although somewhat lower than last year. Under-12 to 16-20 counts were quoted, f.o.b. west coast at from 73c to 75c per lb., for premium brands, layer pack.

FISHERIES' ECONOMIC IMPORTANCE

By VANCE F. SUTTER
President, Association of Pacific Fisheries

Because of the dominant position the State of Washington has long enjoyed in the fishing industry, it is only fitting that those who pack the seafood caught in Washington and Alaskan waters should be among those saluted in this climax of Washington's Commercial Canning Week, which recognizes the 200th anniversary of the birth of Nicholas Appert, the father of canning.

I hesitate to dwell at length on either the detailed history or the present importance of fishing, but I would like to emphasize the economic importance of commercial fishing and canning to the people of Washington.

When William Hume transferred his interest in salmon fishing from the waters of the Sacramento River in California, in 1866, to the teeming waters of the Columbia, he certainly did not visualize the eventual importance of the industry he was founding. From Washington's waters alone, last year, the seafood canning industry sent out a pack worth more than twenty-seven million dollars. Hume's first pack was valued at $64,000. The industry produces in the State of Washington, more than 85% of the total salmon pack of the United States. If we include Alaska's pack, Washington still produces more than 21% of the salmon pack.

Most of us do not need figures such as these properly to appreciate the economic importance of this industry. The need does exist, however, to impress upon the thousands of Washington citizens not directly affiliated with commercial fishing, canning or can making, that the products of our waters are vitally important to the State's economy.

For in addition to Washington's own production of canned seafood, this state—and the city of Seattle—is the headquarters for the Alaska fishing industry and the port through which much of the Alaskan salmon passes on its way to national and worldwide markets. The men who manage the Alaska packing companies, as well as much of the skilled labor that actually affects the packing of the Alaskan seafood, are Washington people.

Thus we in Washington are in the unique position of packing seafood from our own waters, and being the neck of the funnel through which the even greater pack of Alaskan products goes to nation-wide markets. Commercial fishing spreads its benefits into diverse areas of the state. For such an economic benefit, our industry deserves the plaudits it receives as a producer of wealth from a natural resource, and the oldest element in the Pacific canning industry.

EDITORIAL NOTE

Mr. Sutter's talk, here reproduced in full, was delivered at the Commercial Canning Week Commemorative Luncheon, at which the American Can Co. was host in Seattle Oct. 24. It was attended by W. C. Stolk, president of the company, and Pacific Vice President C. W. Roberts, who presented the 20-billionth can made in the Seattle factory to Governor Arthur B. Langlie of Washington.

Seek Trawl Fish Conservation Through Large-Mesh Cod-Ends

With conservation of trawl fish as ts objective, the Pacific Marine Fisheries Commission this fall recommended to the Pacific states a minimum nesh for trawl cod-ends giving an scapement opening of 4½".

Such an opening, the commission's esearchers reported, will greatly reuce the catch of fish below market ize, particularly in the case of Dover nd English sole and sablefish.

In order not to work a hardship on ne fishermen, and not to handicap ne development of specialized trawl sheries, the commission recommend- d that the several fishery administra- ions adopt their own provisions for ne use of double cod-ends and chafing ear; and for smaller mesh in spe- ialized gear for such fisheries as cean perch and shrimp.

Unanimous vote of the commission utomatically committed the fishery uthorities of the three Pacific states o the program. It is believed that the eaction of Canadian observers also as favorable.

pecial Fisheries Protected

Expressed opinion of the numerous awl fishermen in attendance at the neeting seemed to be wholly in favor f the 4½" minimum mesh, with the afeguards mentioned for special fishries.

There was some pressure for permission to use double-bag cod-ends. eorge Y. Harry of the Oregon research staff, reporting on gear tests, aid that in the case of a double bag " escape opening would give approxnately the same result as a single ag with 4¼" openings. The research taff recommended limitation to a ngle bag.

The 4½" escape opening mesh recmmended by the commission measres 4½" *inside the knots*, and is also nown as "Fishermen's 4½-inch" and s "commercial 5-inch."

Winter Closed Season Forecast for 1953-4

Another trawl fishing recommendaon adopted by the commission with ne general approval of the producers alled for a closed season on ocean awling during the months of Deember, January and February (efective in the season of 1953-4). In s resolution, the commission pointed it that such a closure was sought "to ring about better economic utilizaon of the fishery, and not primarily s a conservation measure."

Telling points reported by the researchers in favor of the 4½" minimum mesh limitation included that by W. E. Ripley of California, who said that the California catch per drag had twice risen after that state had put into effect such a mesh limitation. He ascribed this increased abundance to growth to commercial size of small fish not killed by the larger mesh.

Thus, after a period, *the larger mesh in the cod-ends produced more fish with less effort.*

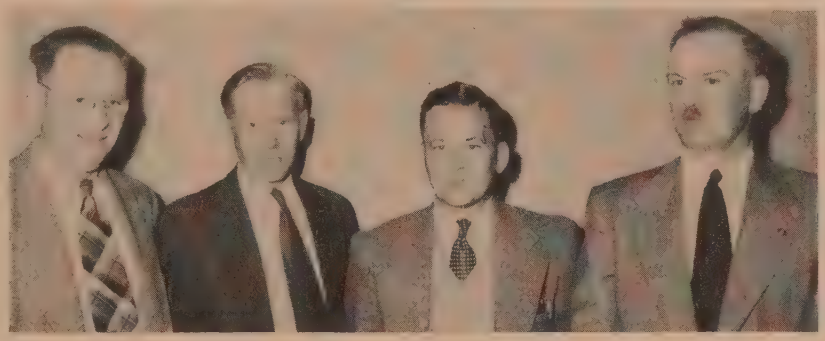
Mr. Harry reported that in the case of Dover sole the 4½" opening took only 9% of fish under 14½"; and that it was also highly effective in conservation of English sole. Comparatively little benefit was noted in the case of petrale sole, apparently due to the shape of the fish. Where 3" mesh in cod-ends caught as many as 850 immature sablefish at single drag, the 4½" mesh took only 5 such fish.

Smaller Mesh for Perch

Principal concern voiced by fishermen respecting the minimum mesh proposal was lest it should hinder the development of the ocean perch and shrimp fisheries. Jack Ray of Astoria estimated that a boat would lose a drag a day removing gilled fish where the new minimum mesh was used on ocean perch.

Thinking behind the recommendation as finally adopted by the commission was that the several administrative agencies would be able to work-out within their authority a method by which specialized nets could be used under permits in bona fide fishing, perhaps with a minor tolerance of other species. A system of this sort was devised by California to permit the use of small-mesh nets for shrimp fishing under special permit.

In his analysis of the data relative to trawl fish abundance and trends in trawling, Researcher Ripley pointed to the fact that all graphs showed a marked gain in boat efficiency, beginning in 1946, which he could trace directly to the widespread adoption of echo-sounders by the trawl fleet. He commented further on the more recent adoption of loran as a tool of the progressive trawler, contributing substantially to the effectiveness of this form of gear, which is now being fished commercially down to depths as great as 450 fathoms.



Canadian fishermen at the Pacific Marine Fisheries Commission meeting: left to right: Eric B. Helmer, Fishermen's Cooperative Federation; Morgan Berg, Fishing Vessel Owners Association, Vancouver; Hal. Christenson, Fishing Vessel Owners Association of B.C.; Reg. Payne, United Fishermen & Allied Workers Union.

D. L. Alverson, federal fishery engineer, also declared that loran is rapidly demonstrating its effectiveness to the trawlers.

Theory that dominant year classes resulting from variable survival rates of annual spawnings may play an important part in the case of petrale sole, most-sought species of Pacific trawl fish, was expressed by Dr. J. L. Hart, director of Canada's Pacific Biological Station. He reported that there had been a decline in size in the Vancouver Island petrale sole in the years from 1945 to 1948. Since 1948 there has been a steady increase in the average size of petrale taken from those waters—which he considers an alarming sign.

A very abundant year class of 1942 entered the commercial fishery in 1947, and has since dominated the population. Dr. Hart finds reason for concern in this fact, because he reported that Canadian researchers have no knowledge of another good year class in prospect.

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EXPLOITATION by RESERVATION

By GEORGE W. FOLTA

United States District Judge for Alaska, Division No. 1

AT least since the discovery of gold in the Klondike, Congress has encouraged the settlement and development of Alaska, and since World War II the importance of increased population to national defense has been stressed repeatedly in Congress, in military circles, and by administrative spokesmen. In the ensuing 54 years, the Indians of Southeastern Alaska, and particularly the Haidas, have not only abandoned their primitive ways and adopted the ways of civilized life, but are now fully capable of competing with the whites in every field of endeavor.

Undoubtedly in the early days their rights were encroached upon and violated, for which perhaps no compensation would have been adequate. Now, long after their assimilation in Southeastern Alaska is an accomplished fact, an attempt is made to compensate not those who suffered from the impact of civilization, but their remote descendants, and this would be done at the expense of the whites who followed and had nothing to do with the exploitation of the Indians.

It is a matter of common knowledge that today the Indians of Southeastern Alaska prefer the white man's life, despite all of its evils and shortcomings.

Viewing this controversy in historical perspective, it is no exaggeration to say that nothing since the purchase of Alaska has engendered so much ill-feeling and resentment as the Department of the Interior's reservation policy and its encouragement of aboriginal claims.

Whatever may be said in justification of reservations in the unsettled regions of Alaska, they are viewed as indefensible in Southeastern Alaska, and generally condemned by whites and Indians alike as racial segregation and discrimination in their worst form. So far as the relations between the whites and Indians are concerned, racial discrimination is virtually non-existent, and equality only awaits the emancipation of the Indians from wardship restrictions. Indians and Eskimos are found side by side in every walk of life, even in the legislative halls of the Territory, which would be beyond their reach without the votes of the whites.

It now appears that the historic role of the white man is about to be reversed, for the facts of this controversy disclose a scheme reminiscent of white exploitation. Libby, McNeill & Libby have a valuable trap site 12 miles from the village of Hydaburg which is coveted by the Indians or their guardian. Its acquisition is accomplished by the device of a reservation. The Indians gain, but add to their fetters; and the Department increases its sphere of influence.

Admittedly a trap site is not property in a legal sense, but by long-established custom it has been given some of the attributes of property. It is recognized as such in the industry and freely leased, sold and transferred. No one jumps a trap site because experience has shown that such practice leads only to retaliatory jumping and expensive litigation, with resulting uncertainty and chaos. For 27 years the Department has expressly permitted Libby, McNeill & Libby to occupy the trap site in controversy for the purpose of supplying its cannery with salmon and Libby asserts that the trap is an integral part of the plant, without which the operation is unprofitable. Now a right heretofore looked upon as amounting almost to a vested right is threatened by the reservation policy of the Department of the Interior.

In this instance it was proved that the reservation was created despite the assurance given to Libby by the Department that no withdrawal of land would be made in that area without notice to it and others concerned, and an opportunity to be heard in opposition thereto, in conformity with the Departmental procedure.

Obviously, therefore, there is more to this litigation than meets the eye. Those who are opposed to reservations predict that if this attempt succeeds Alaska will be a checkerboard of reservations, the location of which will be determined solely by proximity to trap site, from which all whites who have not acquired a vested right will be evicted, and all prospectors, trappers, hunters and fishermen thereafter excluded.

Once the implications of the reservation policy are perceived, and the Government case reviewed in the light thereof, it is not one which could appeal to the conscience of a court of equity. Indeed, there is grave doubt whether the plaintiff (the United States) comes into court with clean hands. . . .

EDITOR'S NOTE—The foregoing penetrating discussion of Alaska Indian claims and the policy of the Department of the Interior under which they were engendered, pressed and effectuated was written by United States District Judge George W. Folta as a preliminary of his October opinion in which he held in favor of Libby, McNeill & Libby against the United States in a case brought by the Government to enjoin the company from operating a salmon trap within the boundaries of the Hydaburg Indian reservation.

Judge Folta is eminently fitted to write the opinion in this case. A resident of Alaska for many years, and thoroughly familiar with its people, geography, history, laws and government, he was legal counsel for the Department of the Interior in Southeast Alaska before his appointment to the Federal bench. As a matter of fact, he was junior counsel for the Department of the Interior during the hearings conducted by a special examiner of the Department on this matter of aboriginal rights and Indian claims in 1944.

Continuing his opinion in deciding against the Government in the Libby case, Judge Folta summed-up the points on which he reached his findings thus:

1—"The evidence failed utterly to establish either use or occupancy except of minute individual tracts, and as to those not only was continuity not shown, but it clearly appears that they were abandoned."

2—"Evidence introduced on behalf of the defendant conclusively shows that there has been no continuous use or occupation of the reservation area from May 17, 1884, to the date of the establishment of the reservation."

3—"The argument that although such an alleged reservation (Hydaburg townsite) comprises only 189 acres, nevertheless an area of 100,811 acres, approximately one-half of which lies across Sukkwan Strait, can be added to it as 'adjacent' land, is not only without color of precedent, but the conclusion to which it leads is a demonstration of its fallacy.

"Thus under such a construction the whole of Southeastern Alaska would be 'adjacent,' and could be added in the near future to the Hydaburg reservation, particularly in view of the fact that the claims of aboriginal title

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are not limited to the area here under discussion, or to Southeastern Alaska, but embrace the entire Territory. In circus parlance, the sideshow would swallow the main tent.

"I am, therefore, of the opinion that the Hydaburg townsite is not a reservation, and that the vast area added to it was not 'adjacent' within the intent of the act."

4—"It is inconceivable that land included in a national forest and placed under the jurisdiction of the Secretary of Agriculture could thereafter be disposed of by the Secretary of the Interior as though it were a part of the public domain under his jurisdiction."

5—"Exercise of this power (to withdraw public lands for a reservation) requires the prior approval of the Director of the Bureau of the Budget, the Attorney General and the Secretary of Agriculture. The plaintiff admits such approval was not obtained."

6—"The signing of the order creating the reservation by Secretary Krug on the last day of his incumbency, in disregard of the procedure prescribed by the Administrative Procedure Act, as well as that of his own Department, and in violation of the promise made to the defendant that no reservation would be created in the Hydaburg area without notice to the defendant and an opportunity to be heard, becomes especially significant when projected against the background of this controversy. . . . In matters affecting the rights of the public such an arbitrary position is not in accord with the spirit and purpose of the Administrative Procedure Act. . . . The circumstances surrounding the promulgation of this reservation order were the antithesis of the traditional procedure contemplated by Congress." . . .

7—"In view of the foregoing, I am of the opinion that the reservation was not validly created."

Tunamen Blame Ecuador Controversy on Acheson

The American tuna-fishing fleets have no quarrel with Ecuador over present differences that have resulted in the apprehension on the high seas of Southern Californai tuna clippers, their retention in Ecuador ports for weeks at a time, and subsequent heavy fines as the price of release.

Dr. W. M. Chapman, director of research for the American Tunaboat Association, on his return to San Diego after a month spent conferring with government officials of the South American country, said this controversy and difference of opinion as to territorial limitations stems from a refusal of the U. S. State Department to settle the problem. This would either be through decision of the World Court or by mutual understanding.

As the matter stood in November, several hook-and-liners had been seized and taken to Ecuador ports. On November 4, 1951 the *Notre Dame* was held three weeks and fined $4,000. July 29, 1952 saw the *Sun Pacific*, held similarly; fined $11,600. On July 31, 1952 the *Equator* was arrested, held for three weeks and fined $1,000. Latest attempt to make an arrest failed when the *Martin B* outran its pursuer and escaped.

For some years Ecuador has arbitrarily fixed its territorial limit at 12 miles. However, it measures both from its headlands and islands. For example Isla La Plata is 16 miles offshore; thus the "out of bounds" extends 28 miles to sea. At another point the distance extends to 39 miles.

Previously the fishing permits issued by Ecuador for the "area of vigilance" around the Galapagos archipelago also included fishing in coastal waters. On January 29 this year, she passed another law confining permits to the Galapagos.

What has aggravated the situation is that, for fishing vessels, Ecuador is denying the "right of innocent passage" through waters claimed as territorial, and it is this that has caused the arrest of tuna clippers; not because any have been found fishing there.

According to Dr. Chapman the U. S. fishermen have no complaint against naval personnel of Ecuador.

Historically, since the early '30s relations between American commercial fishermen and Ecuador have been excellent, and it is the former's earnest hope to re-establish that friendship as soon as possible.

It is pointed out, however, the individual is powerless here. Only the sovereign nations can resolve the two viewpoints of territorial limits and, according to A.T.A. officials, our State Department refuses to take steps to sit down with Ecuador and reach an understanding.

Last month the more than 2,000 members of Southern California's long-range tuna fishermen gained a powerful ally in Harry Lundeberg, president, Seafarer's International Union of North America, A. F. of L., who addressed a strong letter of protest over the prevailing situation, and urged Secretary Acheson to take action in behalf of the tuna fishermen.

Facts About Sea Lions Sought by Researchers

Seeking facts on which to base a scientific evaluation of the North Pacific sea lion population as predators on commercial fisheries, particularly salmon, Dr. W. F. Thompson, director of the Fisheries Research Institute, is circulating two questionnaires among fishermen and vessel operators, particularly those working along the Alaska Peninsula.

In the 1952 research season the F.R.I. did some preliminary work in determining the numbers of sea lions on some of the best known rookeries. (The picture on the cover of this issue is one of the striking photographs secured.)

This work will be resumed and extended during the 1953 research season. In the meantime, the Institute is gathering information designed to assist in its field studies, and also to provide a basis for evaluating damage, actual and potential.

One questionnaire seeks the location of all known rookeries and the period in which each is inhabited. The other asks statements of those experienced with sea lions, extent and character of damage done; and particular evidence as to their diet.

Copies of the questionnaires may be secured by calling or writing the Fisheries Research Institute, Fisheries Hall No. 4, University of Washington, Seattle 5; telephone, EV 2774; or from either the Alaska Fishermen's Union or the Fishing Vessel Owners Association, Seattle.

Ecuador Releases Six U. S. Fishing Vessels

Six U. S. fishing vessels were recently seized by the Ecuador government for alleged violation of a fishing agreement of the National Fishing Company, which had chartered them, presumably to fish shrimp. Vessels, all later released, were *Pacific Reefer* (a refrigerated tuna mothership); seiners, *Maralin, Jackie Sue, Cavalier, Leona B;* hook-and-liner, *Annabelle*. The seizures were at various Ecuador ports.

Not long ago, these vessels agreed to fish shrimp for the company, but the government of Ecuador alleged the National Fishing Company has violated its agreement by taking tuna. The government said it had received numerous complaints from a fishing union at Manta in the Province of Manabi that the company was depleting Ecuador waters of tuna by use of huge nets, 6,000′ long; 300′ wide.

Later when two of the vessels were again seized to force the company to post $500,000 bond for fishing privileges, differences were composed and operations were resumed. The government said the concern could take both tuna and shrimp.

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Here is one of the specially designed whale boats — *Bouvet 3* — in service this season off the west coast of Vancouver Island for B.C. Packers Ltd. whose shore station is at Coal Harbor on Quatsino Sound. Other vessels operating this season —the same setup as last year — are *Globe 7, Polar 5, Nahmint* and *Tahsis Chief.*

Complete Whale Utilization Wins World Recognition for B.C. Plant

B. C. Packers' whaling fleet killed more whales during the 1952 season than in any previous year of the company's operation, but the economies of the business are still far from favorable, according to company officials.

A total of 451 whales were landed, but many of them were comparatively small and the yield of oil and other products was disappointingly low. Furthermore, the prices obtainable for these products, coupled with the slump in demand for some of them, made the season anything but profitable.

Experts in the field of whale utilization from as far away as Australia and the United Kingdom have been seeking pointers on processing technique at British Columbia Packers' shore plant at Coal Harbor, Vancouver Island, because it has gained the reputation of being the most efficient operation of its kind in the world.

Here is a plant which makes as complete use of the whale as the Chicago Park packers do of the hog; but in spite of this achievement in maximum utilization the Coal Harbor plant is still regarded as a marginal operation in an economic sense, due to the current slump in the market for nearly all whale products.

This fact explains why B.C. Packers was able to take a pretty firm stand this spring when employees presented new wages demands—33⅓% increase for men on the killer boats, 25% boost for shore workers. The company took the position that, in view of market conditions, it was not anxious to continue operations this year but would like to do so in order to give continued employment and keep the plant functioning. Employees finally recognized this situation and accepted terms on the 1951 basis.

Information borrowed from Coal Harbor will be incorporated in the planning of a new shore station for whalers backed by the Australian government; and Salveson & Co., one of the biggest whaling corporations in the United Kingdom, has adopted the B.C. methods in its new plant on South Georgia.

Coal Harbor recovers every drop of oil in the whale and has achieved almost 100% utilization of the carcass. The word "almost" is inserted here because so far the jaw and baleen plates have posed a problem; but the company's technical staff is working on it and expects to come up with a solution before the end of the year.

Generations ago, whalers went to sea seeking, in addition to oil, baleen which was highly regarded for the making of women's corsets. Baleen is a part of the unusual feeding apparatus of finback and blue whales. The baleen whale's throat is just big enough to swallow its main diet of small crustaceans. It swims through a colony of shrimp or prawns with mouth open, then closes its jaw and expels the water from its mouth through the soup-strainer-like baleen, the thick fringe which grows down from the whale's upper jaw with openings big enough for the passage of water but too small for the crustaceans. From baleen could be fashioned the essential supports for whalebone stays, but when such garments went out of fashion the demand for baleen went too. However, the B.C. Packers staff has an idea that baleen may be used effectively as a base for foam fire extinguishers when properly treated. There is also a sizable protein content that may be converted into cattle feed.

As for oil, the B.C. Packers staff is certain that nothing is being lost because analysis of stickwater and other elaborate tests are made to determine that point. But what causes sighs of resignation is the knowledge that, for all their efficiency, the operators at Coal Harbor are able to produce from the whales hauled up on the landing there only about half as much oil as the average Antarctic whale yields. For instance, an average south seas Humpback caught by one

of the factory ships off Australia may yield as high as 3000 gallons of oil, whereas the North Pacific whale seldom contains more than 1600 gallons.

The difference, however, is in the whale and not in the treatment, according to Dr. C. R. Elsey, director of B.C. Packers and the head of its technical department. The whales they get in northern waters, such as off Vancouver Island and the Queen Charlottes, are at the end of their long migration. They are sleek and lean and they carry no excess fat—much less oil than their southern counterpart. But B.C. Packers at Coal Harbor get all the oil there is.

Compared with the technique of Coal Harbor, the floating whale factories operated by British and Norwegian companies, for all their scrupulous adherence to international conservation rules, are wasteful. Even Chile, whose shore stations were able to provide a few tips for Coal Harbor in the field of whale oil production, is far behind the B.C. plant when it comes to production of meal and solubles.

Factory ships which often take in a single cruise far more whales than enter the Coal Harbor plant in a season extract the oil and cook the meat down for additional oil, but they make no attempt to conserve the solids or save the carcass for meal reduction. The large percentage of the whale that the factory ship drops overboard would be usable material at Coal Harbor, which salvages the whole whale not because international treaty compels it, but because it is commercially feasible. The difference in oil content as between the northern and southern whales cannot be entirely offset as a result of the greater refinement carried out at Coal Harbor, but the refining does help close the margin to some extent.

Coal Harbor produces sperm oil, for which there is virtually no sale now, and baleen oil; meal, solubles and Vitamin A from whale livers, the latter being a comparatively recent development. That makes five products, and when the problem of jaws and baleen plates is solved there will be six, which is about double the number of any other shore plant anywhere in the world.

Basically, the layout and equipment of the Coal Harbor plant is much the same as it was two years ago when described in *Pacific Fisherman*. But there are four revolving pressure cookers now, instead of one, and the P & L presses, dryers and cookers handle a much larger volume. By any pre-war standards, the plant is revolutionary and by present-day comparisons it is still in a class by itself.

"We're simply making the most of the whale," said a company spokesman. "If we didn't, we couldn't afford to stay in business."

Tunamen's Association Assumes Cooperative Role

The California Tuna Clippers Cooperative has been formed at San Diego, composed of the membership of the American Tunaboat Association, although with a separate activity. As of January 1, 1953, the present structure of the ATA will be abandoned and the cooperative substituted.

However, it is felt that, over the past quarter century the name American Tunaboat Association has prestige and sound reputation; therefore it will be retained and California Tuna Clipper dropped. The present quota of 17 members of the board of directors will be increased to 20, half of whom will be elected annually to serve two years.

P.H. McCue Gives "P.F." To Alaska Fish Dept.

Peter H. McCue, long-time manager of the Northwestern Fisheries Co., one of the largest Alaska salmon canning companies, this fall presented his personal library of bound volumes of *Pacific Fisherman* to the Alaska Department of Fisheries for its library.

The McCue collection, which dates back to 1904, was warmly acknowledged by Clarence L. Anderson, territorial director of fisheries. It is the most complete file of *Pacific Fisherman* in all Alaska, and is available for study in the department library.

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"Sea-Preme" is latest of a long line of steel tuna clippers designed and built by National Steel Shipbuilding Corporation, San Diego. This 127' beauty in steel and marine plywood is skippered by Capt. George Stevens, and fishes for California Tuna Canning Company, her name being that concern's top canned-tuna label.

"SEA-PREME"—

A Notable Brand of Tuna,

A Notable Brand-New Clipper

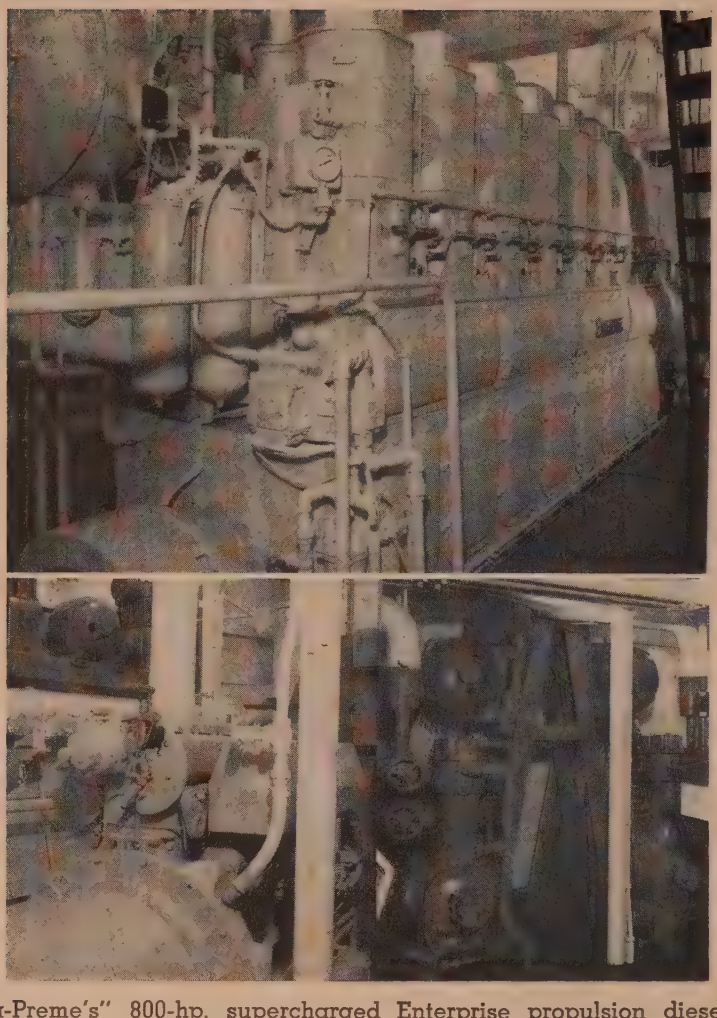
"Sea-Preme" is a well-advertised tuna brand of the Westgate-Sun Harbor Company, San Diego, and represents a product equal in quality to that company's famous "Breast O' Chicken" canned tuna.

National Steel & Shipbuilding Company was proud and honored that California Tuna Canning Company—now absorbed into the Westgate-Sun Harbor organization — should have lent the name of "Sea-Preme" for that yard's latest in a long line of distinguished steel tuna clippers.

Back in 1944 NS&S began with clipper hulls of modest size; since then, year after year, the company's naval architects and skilled workmen have turned out clipper after clipper to add to the prestige of Southern California's hook-and-line fleet.

Each vessel in the succeeding program has been just a bit better in beauty of line, built-in strength of hull, efficiency and economy in operation of all the diverse and complicated mechanism of that "eighth marvel" in world fishing vessels, the modern tuna clipper.

The shaft alley. In this system 5 by 5 Fairbanks Morse pumps — 14 in all — are hooked in combination to perform the dual duties of bait and brine circulation, thus eliminating the large bait pumps and separate bait water system. Running the length of the alley are the vertical - type pumps driven by 5-hp. motors. The three-phase refrigeration system is illustrated by the long rows of valves.



"Sea-Preme's" 800-hp. supercharged Enterprise propulsion diesel is shown at the top; while in the left photograph below is one of her 200-hp. Murphy diesel auxiliaries, coupled to a 127-kw. generator. Two of the Baker refrigeration compressors are shown in lower right. Note interesting overhead A-frame mounting of motors driving the compressors.

Sea-Preme is counted by National Steel as its best to date—a clipper that Capt. George Stevens and the owners may well be proud of. She is not the ultimate in tuna hook-and-liners—for the future will see many more technological advances—but as of mid-1952, she is as good as they come.

William P. Trammell, then the yard's naval architect, designed her and, as he did with her immediate predecessor, *Conte Bianco,* added a few more innovations to hull and lay-out. Dimensions are: length, 127'; beam, 30'6"; depth, 14'6"; molded height to raised deck, 21'10".

As with the *Conte Bianco,* the hull features longitudinal framing (fully described in *Pacific Fisherman,* June, 1951); after fuel tanks are made to carry fish, and are served by two additional hatches in after deck, increasing the pay load by 30 tons.

The shaft alley is lined with 3/16" steel plate instead of the customary plywood. Revolutionary in arrangement is the centerline passageway separating galley, refrigeration boxes, etc. from mess room. An unusual feature here is that there is access to upper engineroom.

The pilothouse is large, located on the third deck, this to provide space for radioroom with operator's stateroom.

The clipper's tuna-cargo is 330 tons, carried in 12 brine wells and two main-deck bait tanks.

Baker Engineering Corporation, Los Angeles, supplied the refrigeration, with four 5½ by 5½ compressors, Model 8A Bakers, providing 100 tons of continuous refrigeration. The ice machines are driven by 25 hp. Fairbanks Morse motors. There is an additional Baker compressor for galley, ship's stores, etc., this 2⅞" by 2¼", 2 cyl. by 3-hp. FM motors. The shell and tube condenser, welded and galvanized, contains 2800' of 1¼" ammonia pipe.

Being essentially a water carrier, a tuna clipper's pumping system is very important. In the *Sea-Preme* there are no great bait pumps for serving the wells and tanks. Instead, there is a combination bait-and-brine system, using 14 Fairbanks-Morse pumps, each 5 by 5.

Units working as bait pumps draw water through a 10" heavy pipe sea chest for each pair of pumps. Bait piping consists of a 5" steel valve mounted directly on the sea chest, with a short run of 5" pipe to the pump and a 5" discharge elbow into the well. Overflow valves, 10", are fitted in the three pairs of wells used for bait.

Brine circulation consists of 3" lines to discharge side pumps, reducing to 2½" and letting out near center of top of the wells. A 2½" gate valve is provided in vertical line to regulate flow

The 5 by 5 FM pumps are vertical type, bronze trimmed, Monel shaft, centrifugal, delivering 900 gpm. at 12' head. Motors are 5-hp. three-phase, 60 cycle, 220 volt, alternating current. For all the various pumps, circulation, bilge, general service, fire, lube transfer, etc., there are over 30 motors required, from ½-hp. to 25-hp.

For all the auxiliary requirements of a clipper such as *Sea-Preme,* pumping, refrigeration, electronics, etc., a lot of dependable diesel-electric power is required. Such auxiliary power needs are met with two diesel-generating sets, mounted port and starboard of the propulsion engine.

These are Murphy, Model 122 diesels, 200 hp., direct connected to 127-kw. 220 volt, 3-phase, a.c. generators.

Propulsion power is a Model DMG-38, 8 cyl. Enterprise diesel, 12 by 15, 4-stroke cycle, direct reversing, 800-hp. at 400 rpm. The plant is fresh-water cooled. Tail shaft is Monel, 6⅜". Bearings are Goodrich Cutless Rubber, 7½" outboard, 7½" I.D.

Propeller is by Lambie, Wilmington, Calif., 70" dia., 46" pitch, bronze airfoil type. Rubber of steel is "contra-guide," streamlined to increase thrust of wheel as much as 10%. The rudder is offset in middle, picking up thrust from slipstream of wheel by counteracting rotary motion of propeller water.

Control of the vessel centers in the pilothouse. A Sperry magnetic compass pilot is the "seeing eye" for the helmsman, and with Sperry steering engine, from hydraulic power, with valves, gear-head motor and pump by Vickers. The clipper can be handled by remote control anywhere over the bridge deck by portable instrument.

Submarine Signal supplied the 1,000-fathom sonic depth finder, a "Fathometer." The vessel has leased radar, and powerful radiotelephone and commercial wireless. Anchor windless is by Johnson Foundry, Model 3, by 10-hp. FM motor. All topside was painted with Woolsey paints; bottom by Amercoat, the latter supplied by Nuttall-Styris Company. The 16' tuna tender is by Driscoll Bros., and is driven by a Chrysler Crown, direct drive.

20,000,000 pounds of fish...

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Consistently a top boat in the Monterey, Calif., fishing fleet, the purse seiner Diana has accounted for more than 20,000,000 pounds of fish since her maiden voyage in 1935. That means plenty of work for the engine — long hours of operation and rugged pulling of huge fish loads. It's the kind of service that demands a superior lubricant to protect vital engine parts. Skipper-owner Pietro Maiorana selected General Petroleum marine fuels and lubricants at the Diana's first sailing and has continued to use them ever since. He reports outstanding engine performance . . . his 180-horsepower Atlas Imperial diesel has gone more than 4,000 hours without an overhaul in its current stretch . . . cylinder walls and sleeves have never been touched in 17 years of service.

Chief Engineer Frank Lucido brings the 79-foot purse seiner into home port at Monterey.

Frank Lucido (left), chief engineer, and General Petroleum Marine Agent Tom Russo chat on the bridge of the "Diana."

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Sales Subsidiary: DEMING & GOULD COMPANY, South Bellingham

PACIFIC Fisherman's NEWS

DECEMBER 1952

Northern California producers' spokesmen at the Tri-State Fisheries meeting, Seattle, Oct. 5-7: left to right—O. Aaker, Fort Bragg; J. H. Niemi, Eureka; N. L. Franklin, Eureka; Dick Young, Eureka; Manual Figueiredo, Fort Bragg.

Silver Salmon Trolling Due to Open on July 1

Closed season for Silver salmon trolling until July 1, 1953, and thereafter may be expected as result of the action taken by the Pacific Marine Fisheries Commission at Seattle late this fall in reaffirming the policy adopted a year ago, when the commission announced this objective.

In the interest of effectuating the change promptly, the commission's recommendation proposed that adoption by California of a 26" minimum size limit for Silvers be considered as compliance. (A seasonal change in California requires legislative action. Size limits may be set by the Fish and Game Commission.)

The commission's research staff reported that except to an unimportant degree Silver salmon off the coast of California would not attain this 26" minimum size limit before July 1.

Currently the Silver salmon trolling season opens the middle of June, but the commission's studies have indiccated that there is a serious loss in taking the young Silver so early, and that substantial increase in average weight will result from the additional two weeks of closure.

Although only Oregon, Washington and California participate officially in the Pacific Marine Fisheries Commission, attendance as an unofficial observer of A. J. Whitmore, chief supervisor of fisheries for western Canada, indicated that the Dominion was giving the matter serious official consideration.

Long B. C. Fish Strike Ends With Complicated Deal

After a 42-day tieup—the longest strike in the annals of the fishing industry in British Columbia—salmon fishermen agreed to prices offered by the operators for Fall Chums.

Characteristic of almost everything affecting the industry this season, the formula of settlement was a complicated one. It was reached soon after representatives of the fishermen had appealed to the provincial government for negotiation of a settlement.

The agreement finally formulated provides an initial minimum price of 8 cents, 6½ cents and 6 cents per pound for Fall Chums according to area — Johnstone Straits and Fraser River area including Cape Flattery being in the first price category; Central and Northern areas except Queen Charlotte Islands, in the second, and Queen Charlotte Islands and the west coast of Vancouver Island above Estevan including Quatsino in the third.

The final minimum prices will not be known, however, until the end of November, when one or both parties to the agreement may present a request to W. A. C. Bennett. Should an appeal be made, the final minimum price will be not less than 7½, 6 or 5½ cents according to area nor more than 9, 8 and 8 cents. When fishing was resumed the operators had the right to pay up to ½ cent per pound of the opening price into a trust fund, and if neither party makes an appeal this fund will be turned over to the fishermen. In this rather unconventional procedure the fishermen had an opportunity of getting a higher price than had been originally offered, and the operators were able to get some protection against a market slump.

Early Tunaman Dies

William Maggio, 70, died at San Pedro early in August. A native of San Francisco, he was prominent in commercial fishing, was principal owner of the converted steamer to tuna vessel, *Hermosa,* lost by fire off Costa Rica in the 30s, and opened the C. J. Hendry Co. branch in San Pedro in 1914. He was with that store for many years until his retirement.

Tuna Clipper Discovers New Active Volcano

Skipper Manuel De Luz of the San Diego steel clipper *Challenger* was said to be the real discoverer of the active volcano on San Benedicto Island of the Revilla Gegedo group off Mexico, although the *Intrepid,* Capt. Arthur Ulrich, was first given credit for reporting the event to the world.

Blaze Damages Clipper

Mary Lou, San Diego steel clipper was damaged by fire in a San Diego shipyard when sparks from a welder's torch ignited a gas line, starting a blaze that did considerable damage and extended partially to the dock. Clipper is owned by Serifino "Fifi" Parmigiani, also her skipper. She fishes for West Coast Packing Corporation.

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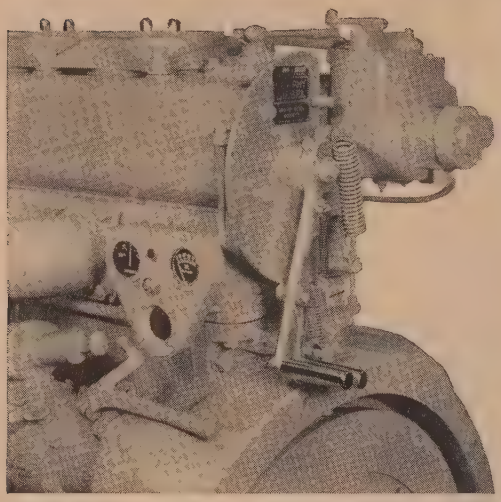

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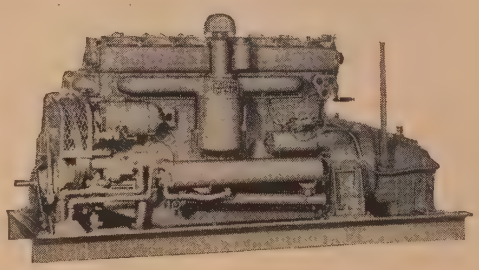
An important safety feature is the ability of the governor to automatically shut-off the engine if lube oil pressure falls below a safe level. There is no danger of running the engine with lube oil dangerously low.

The hydraulic servo-type governor is just one of Murphy's exclusive combination of design features. Others are described in the booklet *"10 Questions to Ask a Diesel Engine Salesman"*. Ask your Murphy Diesel Dealer for a copy or write direct.

The "Cape Beale", a 63' halibut boat owned by Capt. Edgar Arnet, West Vancouver, B. C. She is powered by a 150 H.P. Murphy Diesel.



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Two Millions Lbs. Albacore Landed at Eureka

Albacore paid excellent returns to northern California fishermen and processing plants during the 1952 late summer and fall seasons, on the basis of deliveries at Eureka totalling an estimated 2,214,900 pounds, which made the season one of the best on record for the port.

Heavy runs of the fish began to develop off the northern California coast in mid-August, increasing during September and then tapering off in October. Deliveries at Eureka by months were as follows: August, 119,400 pounds; September, 1,656,400 pounds; October, 439,100 pounds.

The prevailing price during the greater part of the season stood at $300 per ton, compared to $250 the previous season of 1951, with some firms paying up to $325 during September. Near the close of the runs, in October, the price suddenly shot up to $350, but only a few fishermen were able to cash in at this figure as catches had slacked off to the diminishing point.

Tuna fishermen from all along the coast shared in the operations out of Eureka during the heavier runs, with craft from the Puget Sound country, Oregon ports, from various central and southern California points, and a few from British Columbia and Alaska. At one time, during a heavy storm, more than 400 boats were tied up in Humboldt Bay.

Oregon otter trawlers at the Tri-State Fisheries meeting; left to right—Peter Peldo, L. R. Fletcher and A. J. Anderson, all of the Off-Shore Fishing Vessel Owners Association, Astoria; Don Baldwin, Paul Graves and Nick Zorich, all of the Otter Trawlers Union, Astoria.

Willapa Harbor Fisherman Taken by Death

Niels N. Nielsen, 73, Willapa Harbor resident for 42 years, a well-known commercial fisherman out of Astoria and San Pedro, Calif., from 1895 to 1910, died this fall at Raymond. He was in the tugboat business on Willapa Harbor from 1910 until last August. He is survived by sons, Stanley and Harry, Raymond, a daughter, three brothers and two sisters.

Point Roberts Loss To Seals Lifts Bounty

Because of extensive salmon predation in the Point Roberts area, Washington Department of Fisheries has increased the state seal bounty to $8 from $5.

The Puget Sound Gillnetters Association, representing the majority of a fleet of 75 gillnet boats fishing off The Point, reported a high loss of Sockeye salmon to seals making night forays from their Boundary bay rookeries. Estimates of the loss, at $2 per fish, range as high as $100,000 for the season to date.

GILLNETTERS AND SEINERS POOL CATCH

Some seiners and gillnetters operating in the Queen Charlotte areas of British Columbia engaged in an experimental co-operative deal this Fall with apparent success. Such harmony between these two groups is unusual. Owners of six seine boats and 14 gillnet boats worked out a plan whereby all their catches were pooled and equal cash returns were made to each fisherman involved, after allowing for boat shares, etc. Seven gillnetters fishing on the mainland side were later included in the scheme, the ratio between seiner and gillnetter being fixed at four to one.

The system was developed because no canneries were operating in the northern area late in the season, and there was a good deal of uncertainty about selling a large volume directly by fresh packer loads to the U. S. It was considered necessary to have a system of limiting the catch on an equitable basis so that the freezing plant of the Prince Rupert Fishermen's Co-operative would not be congested.

Robert Phelps, owner-skipper of the San Diego vessel **Blue Sea**, was helped considerably in his search for Albacore schools this season by the installation of a Radiomarine phone, Model ET-8044, the 5-watt set that is rapidly growing in popularity among all classes of boat owners. Set was supplied and installed by Shepherd Marine, from its San Diego branch.

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Capt. George Kell, one of the most experienced tuna fishermen and an Albacore expert, answers a call received on his Radiomarine 75-watt Radiotelephone.

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Capt. George Kell, Owner-skipper of the "New Comer"

FOR OVER TWO YEARS Radiomarine model ET-8012-D has supplied dependable radiotelephone service to Capt. George Kell and the crew of the tuna clipper, "New Comer." The hardworking, 56-foot-long, 17-foot-8-inch-beam, "New Comer," shown above, is returning from a 130-day-trip fishing below the international border out of Los Angeles Harbor.

Radiomarine Model ET-8012-D is a 75-watt, 10-channel radiotelephone. It operates from 32- or 110-volt d-c power supply. Because of its long range and dependable performance it is a favorite of offshore fishing vessels. Radiomarine Radiotelephones keep owners and captains of fishing craft in touch with the home office . . . advised of markets, locations of schools of fish . . . summon aid in case of breakdowns. A Radiomarine Radiotelephone steps up efficiency of fishing craft and work boats, quickly pays for itself.

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Humboldt Bay—Dragboatmen Get Small Increase

Hung up for a brief period during early October, dragboat operations out of Humboldt Bay continued on a normal basis after members of the newly organized Fishermen's Marketing Association and shoreside dealers reached an operating agreement which gave the dragboatmen a slight increase in prices for bottom fish but left the question of exclusive contracts for future settlement pending further legal study and concurrence.

The temporary settlement put boats of some 28 members of the new association back into operation, along with company-owned craft which had continued to operate. The new price schedule allows the fishermen approximately one and one-half cents a pound increase on most varieties of bottom fish.

Dragboat operations, meanwhile, comprised about the only activity during late October and November as fishermen awaited the opening of the crab season on the northern California coast December 15. Catches were holding well up to normal.

The U. S. Coast Guard cutter *Yocona,* stationed on Humboldt Bay, and other faciilties of the Coast Guard at Eureka and other northern California points were kept busy during the autumn fishing season shepherding disabled fishing craft back to port, result of frequent distress calls. Among boats calling for help, for various reasons, and escorted or towed to port at Eureka were the following:

The *Acme,* 42-footer out of Fort Bragg, owner Earl H. Maize, Willits and crewman W. O. Cole; the *Doris,* home port Seattle, disabled off Point Arena; the *Stephany,* 54-footer, which sounded a call when a net fouled her wheel; the *Lituya,* 58-footer, owner H. Angel, Snohomish, Wash.; the *Empire II,* 50-footer, disabled by a broken tail shaft.

The *Atlantic Charter,* 32' fishing boat, was destroyed at Crescent City recently by fire following an explosion of 100 gallons of gasoline aboard the craft. Owner of the craft is Marion Urbanik, 37, a displaced person from Poland, who swam to safety. Urbanik for several months has been fighting an immigration law decision which would deport him to his native land.

The *Arabella II,* out of Victoria, B. C., put into Humboldt Bay recently. Aboard were skipper M. M. Robertson, owners Thomas and Joseph Westinghouse.

During a between-season lull in October and November, a large number of northern California coast fishermen were taking advantage of the situation to make repairs to and overhaul their boats pending the opening of the crab season on December 15. Many boats went up on the ways right after the close of the salmon season on August 30, while others were put up after the fall albacore runs.

The Gillette yards at both Fairhaven and Fields Landing, now operating under a single management, were crowded to capacity to take care of the seasonal business.

Meanwhile, Humboldt Bay crab fishermen were also making repairs to pots and nets preparatory to starting crab operations in December.

E. C. Greenwood, biologist of the California State Department of Fish and Game, spent some time in Eureka recently checking over salmon operations in the northern California port. His permanent headquarters are in Los Angeles, at Terminal Island. The Eureka office is in charge of *Mrs. Jennie Stevens,* and the department also maintains a laboratory at the foot of J Street.

Amos Snyder, 57, former commercial fisherman out of Eureka, died recently at Blythe California, while visiting in that city.

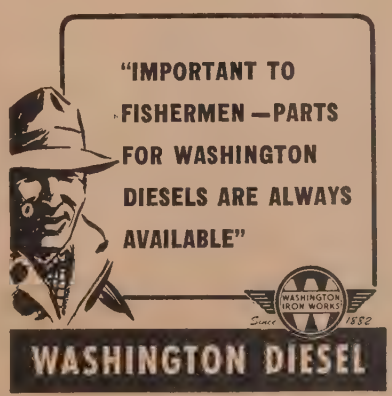
The fishing boat *Defender,* owned and skippered by *Matt Kofti,* Astoria, became disabled 85 miles at sea off Humboldt Bay and was towed to port recently by the U. S. Coast Guard cutter *Yocona.*

The fishing craft *Star,* working out of Eureka, lost her rudder about 40 miles west of Trinidad recently. Skipper Harold Powell, of Charleston, Oregon, rigged up a temporary rudder and put out a distress call, which was answered by the Coast Guard cutter *Yocona,* which assisted the crippled boat to port.

Business was good at both the Humboldt Marine Ways at Fields Landing and Gillette's Marine Ways at Fairhaven during the latter part of the summer and early fall as fishermen made repairs made necessary by brisk salmon and tuna operations. Meanwhile some repair work had been effected at the Gillette yard, with the installation of a new flooring under the marine railway.

Boats up for repair or overhaul included the following:

Alama, Skipper Russell Wilson, for paint and work on shaft and wheel; *Star,* owner Harold Powell, rudder repair; *Christine,* operated by Guy Lindstrom, paint and general repairs; *Robin,* Skipper Carl Nord, new shaft; the *Holden,* owner Eldon Holden; *North Star,* Skipper W. E. Billings; the dragboat *Lawrence,* of the Lazio fleet; *West Wind,* owner Ed Grotting; the Coggeshall launch *Miacomet;* and the *Corregidor,* out of Trinidad.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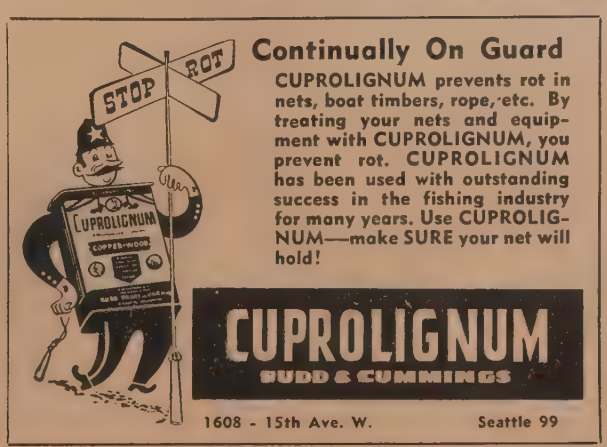
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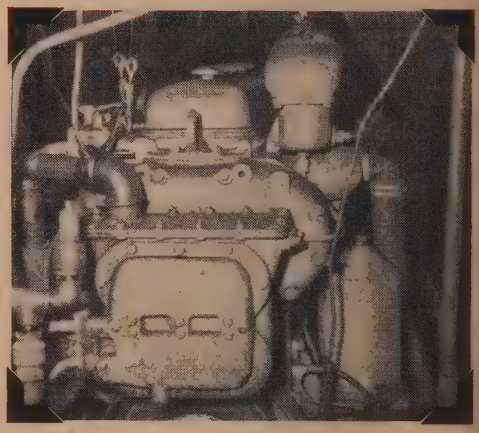
STANDARD ENGINEER'S REPORT

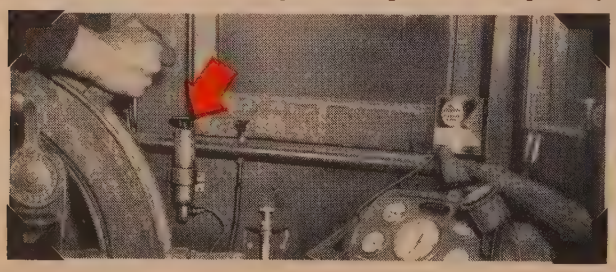
DATA

PRODUCT	Chevron Starting Fluid
UNIT	160 H.P. diesel engine
CONDITIONS	Zero weather — emergency service
EQUIPMENT	Permanent primer with atomizer on manifold
FIRM	Elliott Bay Tugboat Co., Seattle, Wash.

Starting fluid ends excessive battery expense!

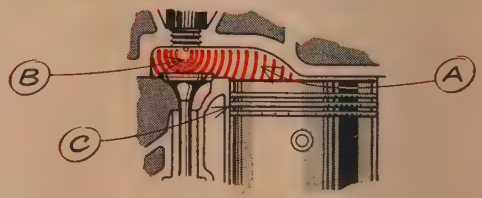


BEFORE USING CHEVRON STARTING FLUID, it took an electric heater and sometimes even a blowtorch to get this diesel boat engine started. Batteries ran down so fast that it was necessary to maintain special charging equipment. With Chevron Starting Fluid, the engine now starts on the first turn, even at zero temperatures. Needless expense has been eliminated since batteries now rarely require charging. In addition, time saving is from ½ to 2 hours per day.



PUNCTURING TOOL mounted in the wheelhouse (arrow), holds gelatin capsule of Chevron Starting Fluid. Fluid from the capsule is pumped through atomizers into the manifold. Chevron Starting Fluid is available in 3-pint cans, and 7- and 17-cc capsules. Your fluid supplier has complete primer equipment.

How CHEVRON Starting Fluid Starts Gasoline and Diesel Engines Instantly



A. Atomizes in lowest temperatures and provides powerful, easily ignited vapor in combustion chamber.

B. Pressure, or the weakest spark, fires mixture—turns engine and heats air for regular fuel mixture.

C. Contains lubricant and additives—inhibits cylinder wear and ice formation in primer equipment.

HOT NEWS for COLD ENGINES

FREE BOOKLET gives you more facts on Chevron Starting Fluid—shows where it should be applied in different type engines. Write or ask for it today.

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TRADEMARK REG. U.S. PAT. OFF.

STANDARD TECHNICAL SERVICE checked this product performance. For expert help on lubrication or fuel problems, call your Standard Fuel and Lubricant Engineer or Representative; or write Standard Oil Company of California, 225 Bush St., San Francisco.

STANDARD OIL COMPANY OF CALIFORNIA

San Pedro Seine Sets

JOSEPH CALIFANO, 71, pioneer fisherman of San Pedro, passed away at his home recently. He was born on the Island of Ischia in Italy, coming to San Pedro when a young man. In 1939 he was given an award for having fished there longer than any other fisherman. He continued fishing until seven years ago . . . Another pioneer died in San Francisco recently: John William Zuanich of San Pedro, whose fishing efforts helped to develop seining in Mexican waters and bait fishing around the Galapagos Islands. He had lived in San Pedro since 1913. Recently he had been general manager of the operations of the *Pacific Explorer,* freezership, in Central American waters and then in charge of the *Tinian* and *Saipan,* also tuna freezerships . . . An Australian fishery expert recently spent some time in San Pedro—F. W. Moorhouse—studying fishing methods here. Also in San Pedro to study fishing methods recently were four gentlemen from India: Dr. K. N. Chopra; Dr. Setna; Mr. Srivatsa and Mr. Aanantaramin . . . Mrs. Matt Bodul has been elected president of the Fishermen's Cooperative Auxiliary for 1953. She will be assisted by Mrs. Paul Biazevich as vice president; Mrs. Jerry Thomas, secretary; Mrs. Andrew Kuljis, corresponding secretary; and Mrs. Dominick Misetich, treasurer. The board of directors will include Mmes. Anthony Mascola, Sam Randazzo, John Sestich, Dominick Picinich and Charles Dragicevich . . . Wayne Hamilton, one of the owners of the General Fishermen's Service, Terminal Island, died of a heart attack in late October while on a business trip near Fairoaks, Calif. A resident of Lomita, he was 48 years of age.

"Del Rio" Burns, But 11-Man Crew Rescued

The purse seiner *Del Rio* was destroyed by fire early in the morning of Oct. 28 three miles off Anacapa light. The 11-man crew was saved by other vessels fishing near. The seiner was 82′ long, was valued at $80,000, and her captain was Frank Bosnich of San Pedro. Owner Marijan Katnich was also aboard. Part of the net was saved, but the boat was beached at Anacapa.

The rescue of the crew was accomplished by the *Monarch* and the *Sea Ranger.*

The Ladies Have Troubles, Too

One of the Pacific Coast's few, if not the only, all-woman fishing team, Violet Hoeschele, owner and skipper of the 48′ troller *Josephine,* and Mrs. Hoeschele's crewman, Carol Edwards, both of Newport, Ore., ran into a little trouble last month off San Francisco, and after drifting for 27 hours were towed in by the Coast Guard.

Both women have been fishing on the *Josephine* from Canada to Mexico for the past five years.

On Oct. 27th the *Josephine* sailed from San Francisco looking for Albacore. By the 28th the girls had landed about 100, then about six p.m. in rough water, about 55 miles southwest of San Francisco the rudder fell off.

Luckily it was secured to the hull with a safety chain. The two fisherwomen hoisted the 125-lb. rudder aboard, but were unable to ship it again. They radioed the Coast Guard for help.

With the foggy weather no air search was possible. On the night of the 29th the cutter found the *Josephine* and began the tow to San Francisco. Another fishing boat, the *Joyce* took the *Josephine* on into port.

Skipper Vi said that she has fished on and off with her husband since 1931. When he died in 1948 she bought a boat and went fishing on her own.

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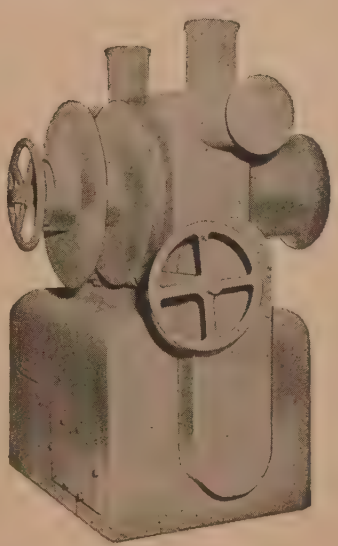
Sturdy
Light Weight
Compact
LOW IN PRICE
A.C. or D.C.
10 hp.



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ARNE STROM — HALDOR DAHL

The enthusiasm of Capt. Paul Lynn of the M/V CAPE BEVERLY for the Sperry Magnetic Compass Pilot is based on rugged experience. In her year and a half of fishing, he has made numerous trips with the pilot.

Capt. Lynn says, "For my money, there isn't another pilot on the market that will do the job like my Sperry Magnetic."

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—AND McTAVISH, THIS Cal-cot FISHING ROPE HAS THE STRONGEST, MOST EVEN LAY I HAVE EVER SEEN!

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SEATTLE—Fisheries Supply Co., Pier 55 Fisheries Supply Co., 2412 Market

VANCOUVER, B. C. Canada Net and Twine Ltd., 808 Powell Street Western Marine Supply Ltd., 558 Powell Street

Fishing Can Provide Life in the Raw

Jack and Pete Roach, fishermen brothers of Campbell River, B. C., narrowly escaped death when their 28′ troller *Rebecca* capsized in Slingsby Channel, 115 air miles northwest of Alert Bay, B. C., recently.

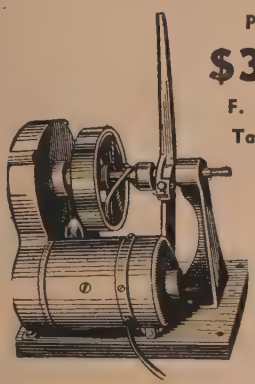
They are glad the accident occurred in midsummer when the weather was fairly warm, because in their effort to save themselves, after clinging to their upturned craft for hours, they stripped off their clothing, swam 800′ and then had to walk naked for 15 miles until they reached Cape Caution.

After 17 hours of this exposure and exertion the Roaches were seen by Pete Johnson, a New Westminster gillnetter, and ironically they had to swim out to his boat.

"We're going to buy a bigger, better boat," said Pete Roach when he reached town a few hours later. "The fishing is wonderful."

METAL MARINE PILOT

for True-Course Automatic Steering



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Tacoma, Wash.

San Francisco Soundings

Bob Salvarezza, son of Mario Salvarezza, head of Coast Marine Supply Co., Fishermen's Wharf, San Francisco, is back on the job again, after a hitch as a corporal in the infantry. For five months Bob was a rifleman in the front lines in Korea. He was with the Third Division in Korea for 10 months . . . Joe Gandolfo Jr., son of Joe Gandolfo, partner in the San Francisco purse seiner *Aurora* was passing out the cigars the other day on Fishermen's Wharf, the occasion being the arrival of a new son—christened Kenneth . . . The Monterey purse seiner *Frances Marie,* Carmelo Billante, skipper, struck a submerged buoy in Monterey Harbor last month, and had to be towed to San Francisco. She was repaired at Anderson & Cristofani's shipyards . . . The purse seiner *Little Flower,* formerly owned by Gaetano Compagno, Monterey, has been purchased by Tony Bozanich, manager, Pan-Pacific Fisheries, Terminal Island . . . The San Francisco purse seiner *Pearl Harbor,* John Aiello, skipper, is now fishing mackerel out of Port Hueneme for California Packing Corp. . . . The *New St. Joseph,* purse seiner converted to dragging some months back, is fishing out of Fort Bragg for Western California Fish Co., San Francisco . . . *Sea Lion,* San Francisco purse seiner skippered by Jiggs Crivello, is fishing mackerel for French Sardine Co., Terminal Island . . . *Sunlight,* Nick Damato, skipper and *Giuseppe Maria,* Joe Cresci, skipper, purse seiners, are fishing anchovies for Northern Packing Co. *Anna B.,* another San Francisco purse seiner is fishing anchovies for J-D Packing Co. . . . Lynn Merritt is directing salvaging operations of his 34′ combination boat *My Pride,* which went on the rocks recently near Pt. Reyes, Calif.

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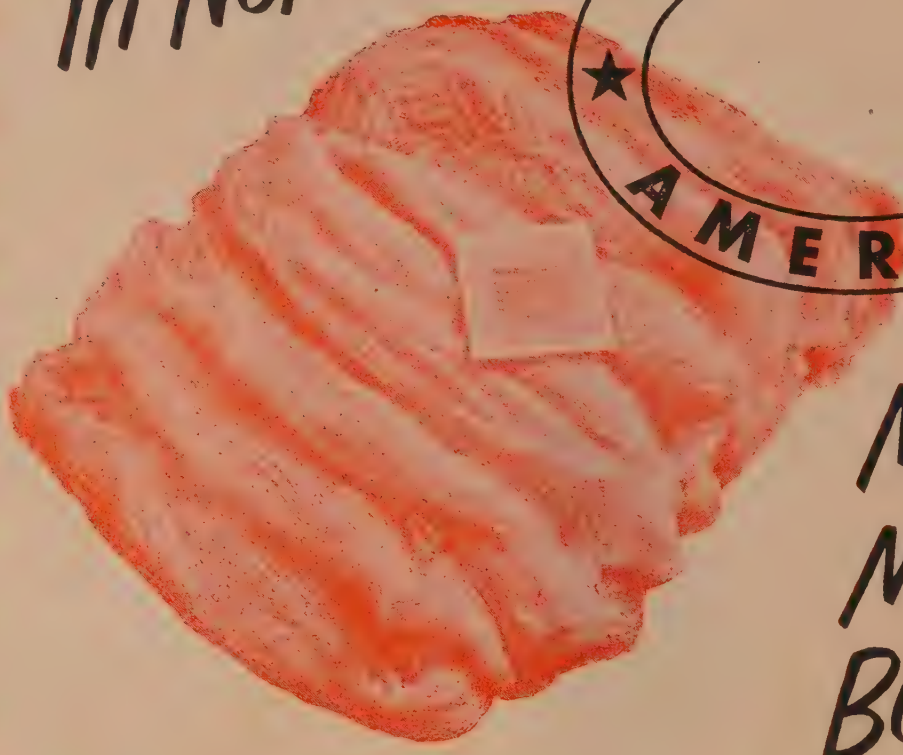

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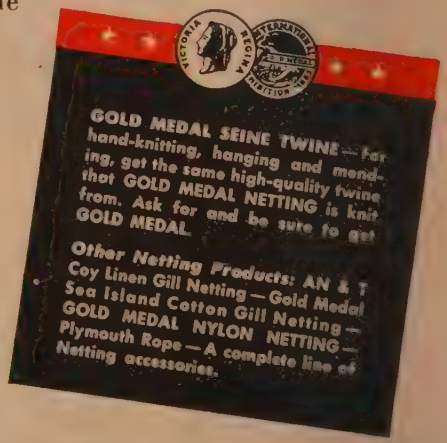
These important points tell the Gold Medal quality story in a nutshell: (1) it lasts longer (2) it fishes better and (3) is the most economical in the end.

For bigger catches buy Gold Medal—the greatest name in netting.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Moss Landing—Monterey Bay

Up and down from Morro Bay to Point Arena, the albacore fleet travelled most of the month of October. Good news for fishermen was the price raise which made it worth while to "scratch fish," as most of the boats did. Two to three tons a trip was the average load in this port while the boats with heavier catches ran to San Pedro for the extra $50 a ton offered there.

Fishermen reported many "sluggers," large fish weighing in from 35 to 50 pounds, which pushed up the tonnage totals. Smooth tails on the fish was evidence that they had not schooled and a hot spot one day would be gone the next and then reappear fifty miles away. For several weeks, skippers in the fleet would decide to make "just one more trip," which usually extended into two or three as the weather remained good and the fish were there, no matter how scattered. Unlike past years, price per ton went up instead of down at the end of the season; the men thought of the long winter ahead and kept plugging away.

* * *

Emo Picracci of Santa Cruz is the proud new skipper of the 52′ troller, *Anita*. With a Gray Marine engine, 160 hp, Emo has a lot more boat to handle than his former command, the *Yolanda*.

* * *

There were many boats in for the first time this year during the month of October. Others were making their initial visit here. Among them were: the *Doric* with Skipper Krist Lintho; the *Urania* with L. B. Jensen; the *Angeles,* skippered by Paul Olsen; the *Sonar* with E. Hansen; Edgar Tibbetts on the *Escapade,* and Paul Alme on the *Flint*. E. J. Kolnes of Seattle on the *G & M.,* Erling O. Oswald on the *Oceanic,* also of Seattle, and the *Rogue* with H. Westgaard of Eureka were also in port.

* * *

Folks at Moss Landing are glad to see Anna Woolsey back again. Wife of Harbormaster John Woolsey, Anna has been in Modesto since June, caring for her mother, who passed away recently.

* * *

About this time of year, when fishermen have tucked away enough tonnage to call it a successful season, they make trips out for something special for their homes or families. This is going to be a "deep freeze trip," they'll say, or "Mama's winter coat trip." That always does the little woman's heart good for, of course, the boat comes first. If it needs a direction finder or an engine overhaul, "Mama's winter coat" must give way.

* * *

All summer long we were used to seeing Joe Spadaro come in on his little *Gasper Boy* with catches of salmon. So when he came in recently, skippering the big purse seiner, *New Marettimmo,* there was a crowd down on the pier to welcome him into port. Joe and his twelve-man crew had a capacity load of anchovies that day for the Santa Cruz cannery in Moss Landing. The *New Marettimmo* has been in almost every day since with a good catch.

* * *

That top fisherman, "Bong" Johnson, of the *Alert,* has been in Moss Landing with good loads of tuna. If anybody can catch fish, it is "Bong." For forty-three years he has been at this game, in Alaska and up and down the Coast, and he says, "It's a wonderful life."

* * *

Enterprising Frank Hart installed a bait tank in his *Mabel M.,* while in San Diego this year. Frank says it was done a little too late to do much good this year, but he is all ready for next season.

* * *

The Hydrographic Bureau of the U. S. Army Engineers completed their

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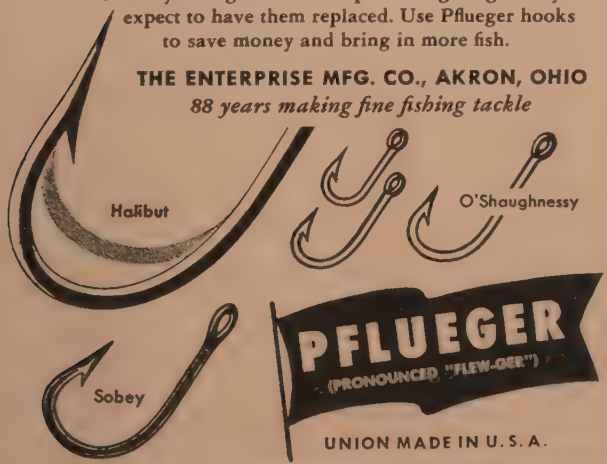

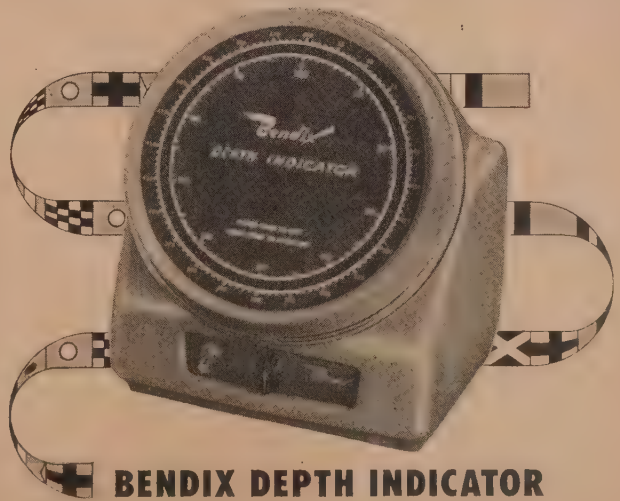

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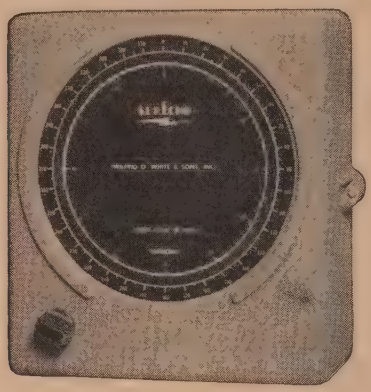

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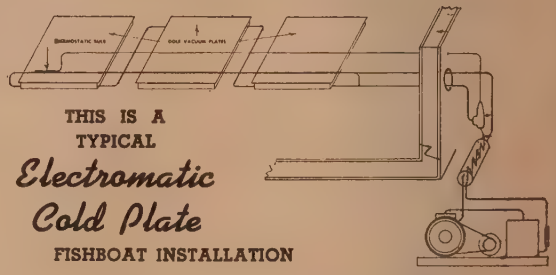
by Electromatic



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annual depth survey of Moss Landing harbor in October. The work was under the direction of Richard M. Pitt. "Very little shoaling," reported Engineer Pitt. The absence of a bar is one of the harbor's big assets, giving favorable all weather entrance conditions and allowing boats to enter and leave at any time.

* * *

No sardines but good loads of anchovies continued to come into Moss Landing and Monterey during the month of October. The wheels of a number of canneries, long silent, were set in motion as a healthy payroll was hired to can the fish.

* * *

Bringing in consistently fair catches were the partner boats, *Cecelia B.*, skippered by Hendry Beck, and the *Willanina*, with Lee Schutt, both of Seattle.

Tom Warren on the *Seamate* and Obert Johnson, both from Seattle, were in Moss Landing for the first time this year and have joined the Albacore fleet.

* * *

The Roy Johnsons of the *Christe II* took on a new project when they became affiliated with Viggo Paulsen and Joe Brucia, fish buyers at Moss Landing in the buying of fish at Fort Bragg. Mrs. Johnson, who knows her fish, will do the buying at the Co-op dock there, while Roy continues to skipper the *Christe II*.

Having a radio on board ship meant a great deal to George Murphy of the *Ruth E.* George fell on the hatch cover of his boat while at sea and reported via radio that he was pretty badly bruised. Several days later came a call that he feared he had suffered internal injuries and was hearing for Moss Landing. When he arrived medical help was waiting. He was taken to a hospital in Salinas and recovered sufficiently after a weeks time to return to his boat.

* * *

The boat *Monterey Fisher* was given an extensive overhaul by Hover Equipment Co., of Monterey and Moss Landing recently. The vessel will be used for a refrigeration plant in fishing tuna in Peru.

* * *

The Oliver Bothwells, Lee Bothwell's parents from Maupin, Oregon, drove down recently from their ranch home for a visit in Moss Landing. "Pappy" as he is affectionately called, accompanied Lee on his *Albacore II* for one fishing trip and had a wonderful time. He was planning on going out again but he and Mrs. Bothwell were called home by the illness of her father.

* * *

Chicken ranchers turned fishermen are Mr. and Mrs. J. L. Munson of the *Enchanter III*. Their ranch is located at Costa Mesa, just out of Newport, where 5,000 chickens a week were hatched from their own brooders. After 25 years of this demanding job they decided the wide open spaces of the sea looked mighty good. They turned over the ranch to their son and started to fish commercially. Their *Enchanter III* is small but so well insulated that they can fish in Mexico with the best of them.

In the winter they catch rock cod off St. Nicholas and San Miguel islands. "We fish then if we feel like it," said Mrs. Munson, "just enough to buy our groceries and pay expenses."

* * *

A number of bait boats from Santa Cruz left early in October for sardine fishing in Southern California when the season opened with October. Among them were L. L. Olivieri's *Three Sisters*, Joe Cardinalli's *Sal* Boy, A. Ghio's *Tommy Boy* and John Bassano on the *Lon Denny Wayne*.

* * *

Bill Windbigler of the *Janie W.*, took time off from fishing to go deer hunting out of Eureka. When he got back friends asked him how many he bagged and Bill had to admit that he hadn't even seen one of the creatures.

* * *

George and Pearl Boussum of the *Pollyann*, who usually base their boat at Moss Landing during the Albacore season, tied up their boat in Morro Bay and drove to Moss Landing to buy gear at the marine store.

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SAN DIEGO BITE-SIZE ITEMS

CAPT. MANUEL A. FERNANDES of the *Sea Magic* reports that one of the members of his crew, Manuel Suares, owes his life to the surgeon of a Peruvian warship. The clipper was fishing in South American waters when Suares become violently ill of an intestinal ailment. After Captain Fernandes radioed for help, the Peruvian boat *Ferro* brought the surgeon and while the clipper rolled in choppy seas, the operation was successfully performed . . . The *Senator* has been declared a total loss by marine underwriters. The boat was gutted by fire at one of the oil company docks in San Diego in mid-October. Allen E. Humphrey was the owner . . . The *Julia B* ran aground in San Diego Bay Oct. 19 near the Naval Air Station's seaplane ramps on North Island . . The Star & Crescent tug *Laguna* took the boat to the San Diego Marine Construction Co. Navy crews which put boat lines aboard the distressed *Julia B* were credited with preventing the boat from completely capsizing.

ABELIO MAGELLAN SR. skippered the *Sun Victoria* while regular captain, Eddie S. Varley, recovered from an operation recently in a San Diego hospital. Then Magellan himself went to the hospital for an operation . . . Manuel J. Machado had to give up command of the *Espirito Santo* temporarily while fishing near the Equator because of poor health. Joe Machado left San Diego on the *Alphecca* to take over the *Espirito* at the Galapagos . . . Ave Gonsalves has returned to his *Excalibur* and Edmund Freitas has replaced Gonsalves on the *Santa Anita* . . . Machado Medin and his wife and daughter recently returned from the Azores. He owns the *Patria* and the *Alphecca* . . . John S. Robello, on his return from Madeira, returned to command of the *Victory* . . . Manuel S. Virissimo has taken over the *Heroic,* with his son Richard, replacing Raymond O. Medeiros who is now mate on the *Equator* . . . The *Rose Ann* has been equipped with a Model ET8012 RCA 75-watt radiotelephone. Tony Tarantino is the boat's owner. Shepherd Marine made the installation . . . Lionel Vargas is now skipper of the *South Seas,* replacing Manuel La Branche . . . Manuel Gonsalves of the *High Seas* has married Hazel Virissimo, daughter of the skipper of the *Equator.*

Eureka Is Mecca for Northern Albacore Fleet

Tuna operations along the northern California coast during September found large numbers of boats from all the Pacific coast converging on Humboldt Bay. The visitors numbered some 50 from Puget Sound points, others from Oregon ports, a number from southern California waters, and a few from Alaska.

During one period early in the month, a heavy storm at sea drove all craft to port with the result that more than 400 craft were tied up in the bay, using every available mooring and overflowing the Small Boat Basin which serves as headquarters for the Eureka fleet.

The visitors included the auxiliary-powered sailing schooner *Black Dog,* out of Victoria, British Columbia, skippered by her owner Captain Bill Tellier, with crewmen Rod and Fergus Walker aboard.

Juneau— Boats and Such

Sandy Stevens' packer *Wanderer,* which sunk at the Cold Storage dock the same day the *Princess Kathleen* went down off Lena Point, has been stripped to a bare hull and is getting a rebuilding at Juneau Marine . . . The old packer *Elsie,* once owned by Donald Milnes of defunct Anchor Fish Company but now property of a bank, is getting a new pilot house and other repairs and is to be resold . . . At NC Co., L. (Ike) Puustinen of Juneau presented his troller *Julia D* with a new shaft and keel cooler . . . Jimmy Marks made his seiner *Evolution* more fit for survival by fitting it with a new stem and some related replacements.

At the Small Boat Harbor a number of boats had pulled out temporarily, for one or both of two reasons, both good, take your choice: late trolling or deer hunting on Southeast islands. The suspected craft included Kenneth Millard's *Helen T,* Ned Albright's *Omney,* Ed Welle's *Norma,* Herbert Savikko's *Nuisance II,* Lester Weise's *Mabel K* and Goody Winthers' *Elsie D.* The boats, of course, did not travel by themselves.

Tenakee Troller Drowns

John Rongainen, 80, who operated the troller *Oulu* out of Tenakee, Alaska, was drowned at East Point Cove in Tenakee Inlet last summer while trying to work his vessel off a rock on which it had hung-up.

He was in a skiff, trying to free the larger craft when the skiff swamped. His 11-year-old nephew aboard the troller was powerless to help. The body was recovered a short time later by a crew from the Superior Packing Co. cannery, not far away.

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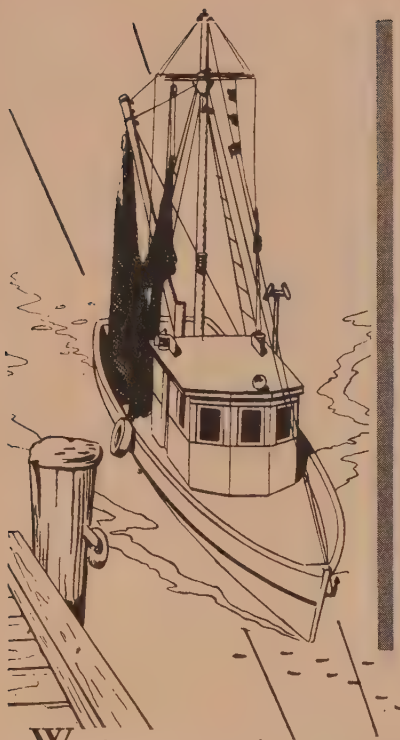

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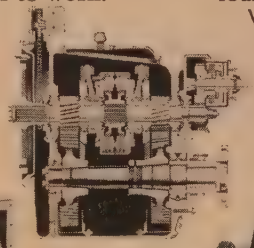

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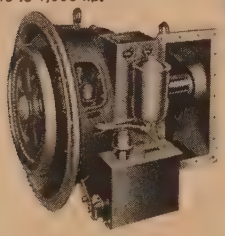

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Twin Harbors—Gillnetters Clear River Obstructions

A 50-boat fleet of gillnetters started dragging the Chehalis River for snags and deadheads at daybreak in October. Robert Campbell, former Aberdeen high school and Grays Harbor college football star, dived for the snags in a regulation diving suit after they were located by boats.

* * *

Three tuna boats unloaded 14½ tons of albacore at Hoquiam during the last few days of September, William Manila, buyer for the Paragon Packing Company, announced. The *Haven* and the *Ideal,* both from the Cape Blanco, Ore., fishing grounds, unloaded 4 and 4½ tons, respectively September 29 and the *Traveler* unloaded six tons September 25.

* * *

Grays and Willapa Harbor gillnet fishermen made some good catches the week of October 19 to Oct. 24 immediately after the state lifted its ban on fishing in the two harbors. Silver salmon catches ranged from 1,000 to 1,200 lbs. per boat. On Willapa Harbor Ted Hall, manager of the Hall Fish Company in South Bend, reported October 22 was the big day with about 25 boats unloading catches averaging 800 to 900 lbs. each.

* * *

Adolph Koponen, 53, a fisherman in Astoria before he moved to Aberdeen some years ago, died in an Aberdeen hospital October 20. He was a longshoreman in Aberdeen. His wife, Sophie, survives.

* * *

Two Hoquiam men, making their first commercial fishing trip, were reported safe October 9 after nearly two days without food and water while their boat was grounded on mud flats near Westport.

The two—Gunnar Swanson, 59, and Charles Jones, about 70—were objects of an intensive air and sea coast guard search when they failed to return from a trip in Swanson's 22′ gillnetter.

The motor failed and the two rowed to a point inside Grays Harbor before mud flats halted them. Rescue planes passed over several times but they were unable to attract their attention.

Jones left the crippled boat about 7 p.m. and fought his way in the dark through a mile of mud flats and heavy brush, reaching shore nearly three hours later, almost exhausted. Swanson chose not to risk the night trek across country and waited until morning.

Auxiliary for Troller

The troller *Hike II,* owned by Eric Johnson, has received a Hallett 5-hp. air-cooled auxiliary diesel engine, a deck installation, to operate the ice machine. The installation was made by Shepherd Marine in San Diego.

Astoria— News of Boats and Fishermen

. . . John Hill, of the troller *Lilja,* became a proud father for the first time, when his wife Margaret presented him with a daughter, Jane Margaret, born August 7. The Hills recently purchased a home in Astoria . . . Norman Sagen has recently returned to Astoria from Korea, enjoying a rest before deciding his future. Sagen was formerly on the *Westward* and *Prowler,* draggers, fishing out of Astoria.

Tragedy was averted, but it was of no little concern for Walt Miner and his crew on the *Coolidge II* when it was discovered that a connection from the overflow pump and the seacock had broken loose, after the water had reached a depth of halfway up the engine. In trying to pump the water out the deck pump was broken; however, the boat made it into Astoria on her own from where they were fishing in 160 fathoms, WSW of the Umatilla lightship. This is a second mishap in a comparatively short time, the last being when the *Coolidge II* lost all her gear, doors, net and cables. Fortunately, they were salvaged by the *Shirley Lee.* With Walt as crewmen were Neil Atwood, Nils Blomback and Carl Mattson.

Another victim of misfortune and ill luck, but to himself this time instead of to his boat, was Augustine Barcott, owner-operator of the dragger *Mary Ann* of Astoria. Augie was fishing off the Coos Bay area when he was suddenly stricken very ill and had to go into Coos Bay, where he was hospitalized and treated for a very severe case of food poisoning, probably trichinosis. The *Mary Ann* was returned to Astoria by crewmen Don (Tiny) Horschmann and Joe Muson. However, the *Mary Ann* turned out to be benefactor to three draggers which had been blown into Newport, and who had been unable to dispose of their catch. Making her way up the coast, the *Mary Ann* was called by radio and she came into Newport, where the fish off the *Oregonian,* skippered by Bill Thompson, the *New Mexico,* with George Budinich, and the *Madeline J,* skippered by Victor Kaartinen, was unloaded aboard the *Mary Ann* and "Tiny" brought the catch into Astoria, enabling the other three draggers to start out afresh.

Lacking Sardines, S. F. Sells Anchovies, Mackerel

Due to the fact that no sardines were packed in Monterey or San Francisco during August and September this year, except for some 45 tons that were trucked to Monterey from Avila, there was little or no activity in the canned sardine market in San Francisco.

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Dead Aboard Wrecked "Regis"

The body of John J. (Jack) Sheridan was found late in October aboard the wrecked cannery tender *Regis* of Coastal Glacier Seafood Co.

A coroner's jury concluded that Sheridan took his own life. He was in his bunk with a rifle across his body and a bullet wound with powder burns in his head.

He had a fear of drowning, it was brought out at the inquest. The *Regis* evidently had been disabled while en route from Juneau to Hoonah. It was found in a place where it would logically have blown in that event—on the rocks at Sullivan Island in Lynn Canal.

Sheridan had come to Alaska last year from California.

Pete Wold Basks In Sun Harbor Sun

Pete Wold, pioneer Alaska halibut fisherman, out of Seattle, and said to be the first to install a full diesel engine in a halibut schooner was having an enjoyable time last month visiting with all his old friends, down with their boats for the Albacore season. Pete has long since retired and is a property owner at San Diego. This summer he paid a visit to Alaska to renew old friendships. Incidently, his son, Peter H. Wold was married at San Diego in late July to Doris Louis.

Salazar brothers, operating the fish cannery of La Indusrial de Ensenada in Lower California recently purchased a "Caterpillar" D-318, 6 cyl. 80-hp. for installation in a sardine seiner. The diesel is reduced at the wheel by 3:1 Twin Disc gears. The "Caterpillar" was supplied and serviced by Shepherd Marine, Southern and Lower California distributors.

Fish Packer Robbed

Law enforcement officers in Ketchikan have been investigating the theft of $5100 in cash from the fish packer *Foremost* while it was moored at the Ketchikan Cold Storage dock preparatory to leaving for the fishing grounds.

Bill Wakefield Jr., skipper of the *Foremost*, told police that the money, which was to be used for buying fish on the west coast, was left in the cabin of the boat as he prepared to leave port and that it disappeared during the afternoon.

Missing Boat Found; Two Brothers Lost

Wreckage of a boat discovered near Zeballos on the west coast of Vancouver Island has been identified as that of *Jack Point*, missing since June 8 with two Victoria brothers aboard. Royal Canadian Mounted Police reported that no trace was found of Roy Ngai and his brother George, young Victoria fishermen who were members of a well known Victoria family and interested in the Albacore and salmon fisheries. They had been on their way back from the halibut grounds when their vessel was evidently wrecked.

Halibut Is No. 1 Item For Fishermen's Federation

Production by the Fishermen's Co-operative Federation, representing the major fishermen's co-operative organizations in British Columbia, was 24,735,628 pounds during the year ended October 31, 1951, which is over 4,000,000 pounds more than in the previous year, although below the record output of 1949.

The biggest item last year, as in other years, was halibut — 5,879,396 pounds. The co-operatives packed a total of 75,104 cases of canned salmon. Liver production was 576,475½ pounds, higher than in the previous year but not much more than 25 percent of the totals for 1949 and 1948.

N. & S. Builder Dies

The man with the most difficult name ever known to Pacific Northwest fishermen died at the end of July. He was Wilhelm Julius Godfrey Niedergesaess, one-time gas engine builder and inventor of propellers.

He it was who built the N. & S. engine, so named because he could not give it his own, choosing a name which sounded vaguely like the builder's.

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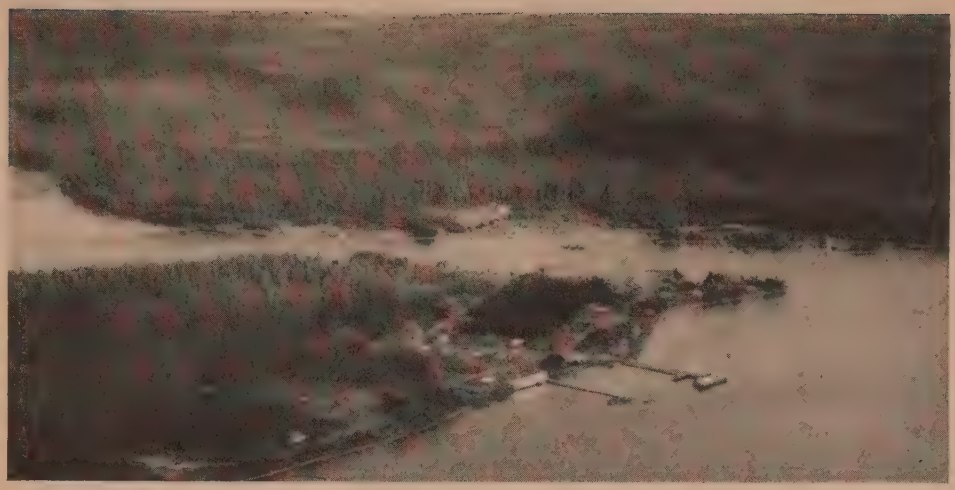

Aerial view of Masset, ancient Haida settlement at the head of the Queen Charlotte Islands, with the plant of Queen Charlotte Canners in the foreground.

Queen Charlotte Canners, Ltd.

Modern Masset Packing Plant On the Haidas' Ocean Outpost

Old timers in B.C.'s fishing industry can recall a time when any map of the Queen Charlotte Islands was dotted with fish plants—Lockport, Lagoon Bay, Pacofi, Shannon Bay, Watun River, Ferguson Bay, South Bay, the Langara and Masset Canners plants at Masset—all founded in high hopes.

All came to the same lugubrious end. Nowadays old cannery sites, like old Haida Indian villages, are common along the shores of the Islands; but the green jungle behind them was never really licked, and is now rapidly mopping up the remains.

Consolidation at more advantageous mainland points, improvements in fish transportation, certain unhappy events in fish markets these last 40 years, the failure of fish runs to the local streams—all these have contributed to the decline and fall of fish canning on the Charlottes. Sole survivor of the rout is the small plant of the Queen Charlotte Canners, Ltd., at Masset, north end of Graham Island.

This plant is controlled and managed by the Simpson family, who have been identified with fish canning on the Charlottes for 35 years, since Capt. E. H. Simpson first shipped dog salmon from Sedgwick Bay to Bellingham in 1917. The Simpsons have always been residents of the Islands, and have always stuck to fish. According to S. L. Simpson, present genial chief of the tribe, whether this long record is due to perspicacity or bullheadedness is an issue still in doubt.

Plant Wholly Modern

At any rate, the new and modern plant of the Queen Charlotte Canners at Masset strikes a cheerful note. All the principals, workers and fishermen connected with the plant are local people dwelling in the isolated but progressive community of Masset, where probably 75% of the citizenry draw their livelihood directly or indirectly from the waters of Dixon Entrance and Hecate Strait.

The plant is a clean-cut building strikingly sheathed in aluminum, with its own small jetty for crab fishing vessels to unload. The cannery building, which is two story with a ground floor 60 by 160 and a top floor 40 by 160, houses the whole activities of freezing and canning crabmeat, the only canning of razor clams in B.C., freezing of local shrimp, and occasional tuna packing. A welding shop and garage, a gear building shed, a capacious employees rest room, and a newly built boat shed are grouped nearby. The whole plant, while small, is unusually self-contained and complete.

Boats Are Up-to-Date

Crab boats of 50 to 60′ are used in Hecate Strait, all with full-hold live-well installations. Traps used in this area are similar to those fished off the Washington coast—circular welded steel frames with stainless wire covering. Frozen herring is used for bait, which the company keeps on hand for fishermen in a small cold storage plant contained in the cannery building. Inshore waters along the northern coast are fished for crabs each fall by a number of small boats mostly owned by Haida Indians from the big reservation at Old Masset. These boats use open rings and a power gurdy, a type of fishing that has been found adequate for the sheltered areas.

Rich Crab Area Found

The crab fishing grounds in northern Hecate Straits were discovered in 1946 by S. L. Simpson and were developed by the company for several years before the advent of American fishermen from Ketchikan. The company was instrumental in getting the Fisheries Research Board of Canada to investigate the crab population from the inception of this fishing. Tagging of crabs in these waters has been carried on every year and much valuable data collected, which indicates that crab fishing in these waters, Canadian and American combined, is rapidly reaching an intensity comparable with that of Washington and Oregon.

On arrival at the cannery, crabs which cannot be immediately processed are stored in galvanized wire baskets set into two large log floats with a capacity of 14,000 crabs. They

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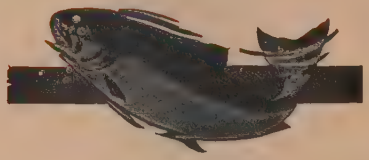

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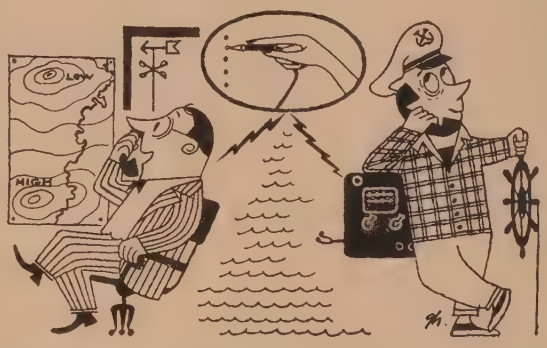

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Get Roomy, Bone-Dry Comfort

RUFF-N-TUFF EUREKA SUIT (left) of cold GR-S Rubber has 30" *Jacket*. Rustproof fastenings are ball-and-socket nickel on brass, closing the storm-tight fly front. *Overalls* with bib front and elastic suspenders, have cut-off strips.

PEERLESS SUIT (right) has neoprene coating to resist oils, acids. Roomy, 30" long jacket; ball-and-socket fasteners resist rust. *Overalls* have waist-tie cords; bib front; webbing suspenders.

HIGH VISIBILITY YELLOW also available

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Rockefeller Center, New York City

are lifted by hoist and brought by truck to the cannery as required, where they are killed over an upright knife in the usual manner, and the body section quickly washed under a revolving nylon brush. A belt takes the cleaned crabs to the thermostatically controlled endless cooker; thence they pass under a cold water spray, and are then distributed by hand truck to the picking tables. Picking and filling tables are covered with stainless steel. The Simpsons have been packing crab since 1919 and have never had a pack failure, due mostly to the plant's motto—"Cleanliness and Speed."

Workmen Are Skilled

The filling of crabmeat in cans as done under the jurisdiction of Mrs. Simpson is unique in that the process is divided into stages. Inserting liners; laying legs in the bottom of can; putting in body meat; laying the top legs; and checking for weight—each job is done by a separate girl. This division of labor produces an extremely attractive pack, assisted by the fact that there is little labor turnover, some of the older women having worked at their particular jobs for 30 years. The pack is sealed in two American Can steam flow seamers and finally processed in two three-car horizontal retorts. Sales are handled by Fishermen's Cooperative Federation, of Vancouver, B. C.

Masset Co-op Unique In Clam Bed Control

Razor clams are also canned in the plant under contract with the Masset Cooperative Association. This organization is worthy of note as it is probably the only clam diggers' cooperative on the continent. Most of the clam diggers are Haida Indians, with a few whites, and they have run their own business since 1942. In B.C., the razor clam beds are held under lease from the provincial government and the Masset Co-op holds title to all razor clam beaches on Graham Island. As the beaches are some 16 miles from the settlement of Masset, the clam diggers are transported daily during their season to and from the beaches in the Association's own truck and others it hires. The clams are brought to the cannery in 50 lb. boxes, each box having a tag inserted with the digger's number. At the cannery the clams are washed, weighed, and credited to the digger. They are scalded in a jig-type scalder, then travel on a wide belt where women sweep the meat into troughs of running water. Cleaning is done by hand, after which the clams are again washed, minced and processed in the usual way.

The Masset Co-op is one link in the chain of co-ops which are a striking development in B.C.'s fishing industry in the past 10 years. Sales of razor clams are also handled through the Fishermen's Co-operative Federation.

The cannery at Masset also produces frozen shrimp in season, obtaining the shrimp from Masset Inlet where, they are very similar to the Petersburg, Alaska, production. Tuna has been canned for the Prince Rupert Fishermen's Cooperative Association, but this operation is at a standstill due to the complete failure of the tuna run in northern waters in 1951.

History shows that people living on islands develop qualities of self-reliance. The people of Masset, both white and native, are imbued by this spirit and the shellfish enterprises there represent their creditable effort to retain a proper share of the fishery wealth which surrounds these northern islands.

Modern Masset cannery of Queen Charlotte Canners, where crabs and razor clams are packed in this oceanic outpost of the Haidas.

B. C. Herring Operations Stalemated by Markets

Stalemate prevailed in British Columbia's herring industry early in November when negotiations between the operators and fishermen first got under way, but it was expected that despite the disagreement as to payments there would be at least a limited operation this season.

Owing to the depressed market, the operators proposed a sharp reduction in the price offer for herring and expressed the hope that fishing would get under way as early as possible to insure the most efficient plant operation.

The companies' offer, which was promptly rejected by representatives of the fishermen, called for $6 a ton for herring, compared with $8.28 per ton last season. The fishermen claimed this price would work out at 75c per man per ton, compared with $1.03¼ last season; for tendermen the earnings would range from 55c to 75c a ton, compared with last season's 96¼c to $1.03½.

The fishermen countered the operators' proposal with a formula to guarantee a gross price for catching and packing herring in company plants, but the companies regarded this as impracticable, since the price for herring oil at the time of the negotiations was only about half what it was at the corresponding time last year.

The operators emphasized that they had to compete in the world market and that because of the relatively small production in British Columbia they could not attempt to control the price. Meal prices, it was pointed out, have been relatively steady, but as the only outlet is the U. S. the Canadian companies must now accept a lower return because of the loss in exchange.

5,000 Tons Herring Salted for Orient

Most of British Columbia's salt herring trade with the Orient this year will be carried on by New China Industrial Developing Co., Vancouver, headed by C. C. Ho, who informs *Pacific Fisherman* that he will probably ship about 5000 tons to Hongkong and Formosa during the next few months.

The herring will be packed according to conventional practice in barrels with brine.

In previous seasons—the company has been in business since 1949—the herring has been purchased from fishermen or packing companies, but this year owing to the uncertainty of supply due to price disagreement between fishermen and packers New China Developing Co. entered the operating phase of the industry, chartering two fishboats, a towboat and scows. During October, the company's vessels were the only ones actively engaged in the herring fishery.

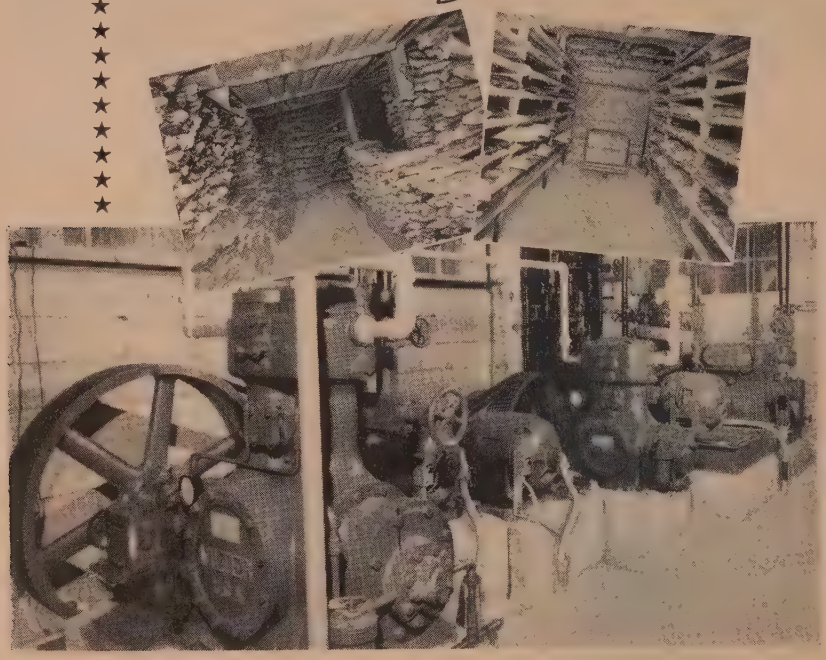
Moss Landing Cannery Enlarges for Anchovies

The Santa Cruz Canning Co., Moss Landing, Calif., of which Joe Oliveiri is manager has been improved with the addition of three new cutting machines.

Alva Gray, well known in the California fish processing industry, and formerly connected with the Port Costa Packing Co., Moss Landing, is now superintendent of Santa Cruz Canning Co.

The Santa Cruz Canning Co. has four small boats fishing anchovies, or a possible sardine for it in southern California waters, and the large Monterey purse seiner *Marettimo*, Joe Spadaro, skipper, is fishing anchovies out of Moss Landing for the cannery.

In Ketchikan, Alaska, **It's VILTER Again** at E. C. PHILLIPS and SON



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This equipment was distributed by W. E. STONE & CO., Seattle, Washington

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Fish Divoteers Elect Jack Pierce President

The Seattle Fish Divoteers' fourteenth annual fall golf tournament was acclaimed the most successful ever staged by this organization from the standpoint of attendance, scores and all-around good fellowship . . . 123 golfers playing the 18 holes and 160 members and their guests enjoying the festivities at the "nineteenth" hole and the banquet in the evening.

Highlight of the banquet at which President Gordon Davis, of Oxenberg Bros., Inc., presided was the awarding of the day's prizes and permanent trophies by Larry Curtin, of the Nickel Plate Road, perennial master of ceremonies.

Ed Verner, Leslie Salt Co., was the winner of the coveted Royal Mail Line trophy for low net in the first division. Chas. Coffee, L. G. Wingard Packing Co., carried off the prize for low gross honors.

The Bob Finke trophy for low net in the second division went to Ted Eshom, Blue Star Line, with the award for low gross going to M. W. Peterson, Minneapolis, Northfield & Southern Railroad.

Walt Meredith, Kelley-Clarke Co., won the Blue Star Line trophy for low net in the third division. The prize for low gross went to Robert Silver, Whiz Fish Products Co.

Competing in the guest division, Ed Green, Preservative Paint Co., was the low gross winner. Al Allen, Klawock Oceanside Packing Co., won low net honors.

A fitting climax to the tournament was the election of Jack Pierce, Whiz Fish Products Co., as president, succeeding Gordon Davis. Other officers elected were Phil Hanson, Perfection Smokery, Inc., vice president; John Lauc, Kayler-Dahl Fish Co., secretary; and Harlan Gorham, Oxenberg Fish Co., treasurer.

The tourney was staged under the capable direction of Cliff Greene, Blue Star Line, assisted by Harry Brazell, Nakat Packing Corp; John Lauc; Ralph Syverson, San Juan Fishing & Packing Co.; Charlie Sheriff, B. R. Anderson & Co.; Karl Paulus, Peninsula Packers; and Eldon Erickson, N. C. Marine.

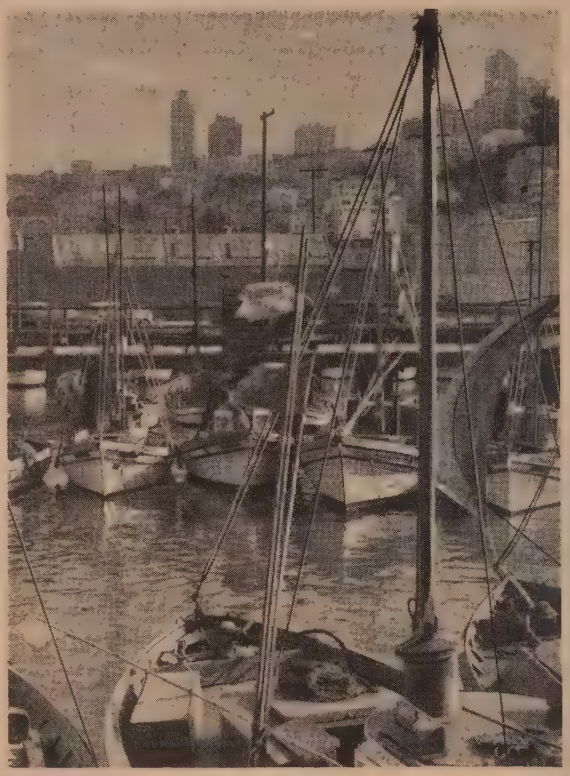
The Sponsors committee, which lined up the prizes, was headed by Harlan Gorham, assisted by John McCallum, McCallum-Legaz Fish Co.; Henry Russell, Sunde & d'Evers Co.; Steve Kipper, Can-Go Shippers Association; Walt Meredith; and Stanley Cloak, Chicago, Milwaukee, St. Paul & Pacific Railroad.

An efficient job of handicapping was turned in by Joe Brennan, Talbott Carroll & Co., chairman, and Ray Wallitner, Nickel Plate Road.

Dean Tyler's **Shmoo** of San Diego, an Albacore boat, now has a Bendix DR10 depth recorder, installed by Shepherd Marine.

At The Seattle Fish Divoteers Annual Golf Tourney

WIRE ROPE



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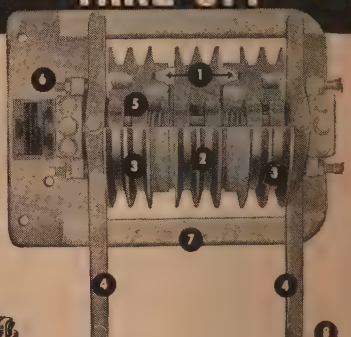

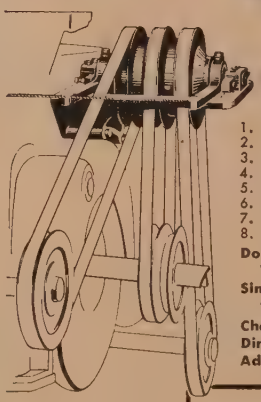

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FOOD FISH MARKETING
Section of PACIFIC FISHERMAN--

News and Views of National Trade in Fish and Shellfish

December 1952

Paladini Tries T.V. In Advertising Fillets

A Paladini, Inc., San Francisco, one of the Pacific Coast's oldest producers of sea foods has turned to one of the newest of advertising media — television—to promote the sale of Paladini fresh frozen fillets in 1-lb. packages.

Under the direction of Alex Paladini, president of the company, and Lionel Shatz, secretary-treasurer, the company has retained the services of Richard N. Meltzer Advertising, Inc., San Francisco, to direct the television advertising.

The advertising is being done in conjunction with a big point of sale advertising and merchandising campaign with Lucky Stores—a chain of 36 large, ultra-modern super markets in northern California.

The television show used is that of Chef Cardini, a noted San Francisco chef, and is aired Thursdays and Fridays 1 to 2 p.m. over Station KGO TV. On the show Chef Cardini actually cooks the various types of Paladini fresh frozen fillets, in a variety of tempting ways. Featured are fillet of sole, rock fish, cod, ocean perch, salmon, halibut and smelt.

At the Lucky Stores there is a large display of Paladini fresh frozen fillets in frozen food boxes. There are numerous posters calling the housewives' attention to the fact that these are the fillets cooked by Chef Cardini on his television show, and finally the display is attractively dressed up with fish netting, from which hang dummy cartons of Paladini fillets.

The fillets are packed at the Fort Bragg plant of A. Paladini, Inc., which was described in an article in *Pacific Fisherman* some time ago. The Fort Bragg operations of A. Paladini, Inc., are under the direction of Louis Cavallini, resident manager.

Harry Kaufman Leaves Post with Einstoss

Harry W. Kaufman, who had been national sales manager for the Atlantic & Pacific Packing Co. and the Keller Fishing & Packing Co. for a number of years, announced in November that he is no longer connected with these firms. Closing of the New York plant was given as the reason.

Mr. Kaufman says he is desirous of again becoming active in the fish business; and that he is making his headquarters temporarily at 1437 Carroll St., Brooklyn, N. Y.

Chum Salmon Marketing Sellers' Principal Task

Marketing a substantial volume of Chums was the principal task in hand for salmon sellers as November clicked along. Other items were in rather limited supply and favorable demand.

Chums of first quality remained firm at $16. There were $15 quotations, true; but so far as can be ascertained they were all on "fall" Chums, which normally sell at a price concession.

Domestic Pinks were no longer available below $20, and the stocks still to be had at that figure were not extensive and available only from a few sources.

Canadian Pinks were entering this country in November with some regularity and in greater volume than previously. Pricing was in the $19-to-$20 bracket.

Although there were some rejections, most of the goods entering the United States in November appeared to have been carefully selected before shipment, with the result that few failed to win release.

Fall Chum canning added less than had been anticipated to the pack—but just how much could not be estimated closely at presstime. The Alaska fall season checked-out at about 115,000 cases, considerably below early estimates. The long strike in British Columbia closed fishing there until late in October; and Puget Sound Chum operations were limited and the total catch low.

Through early November Puget Sound canneries were running largely on imports of fresh Chums from British Columbia, but the volume of this trade was far short of that racked up in many seasons.

Tuna Sales Out-Run 1951

Although no one was willing to get out and lead a victory parade, Southern California's canned-tuna industry quietly admitted among themselves they were still in business. There hardn't been much profit taking; on the other hand, nobody had lost too much.

Southern California would approach 8,000,000 cases in 1952, slightly more than last year. However, within that could be counted the raw imports of Albacore, Yellowfin and Skipjack, amounting for the year to around 15,000 tons or around 500,000 cases which must be deducted from the domestic fleet's deliveries.

Packers were generally agreed that sales were good, about 7% heavier than 1951. The carryover into 1953 would be a bit heavier than into this year, probably around 2,000,000 cases.

Most of the Atlantic seaboard was still "foreign country" to the west coast, being absorbed as it was with Peru's canned bonito—590,000 cases to September 30; and with Japan's in-brine product — 685,000 cases to that date; and that country's in-oil canned tuna—164,000 cases. With six or so canneries on the east coast packing foreign raw fish—tonnages not yet available—the official canned figures known show 1,500,000 cases, much of which is offered along the Atlantic seaboard.

There was some indication of price-firming; not much. Tremendous sums had been spent—many millions of dollars—by the domestic industry (with the foreign products mostly taking a free ride)—for advertising and promotion. Highly successful—and very expensive — tie-in campaigns with other food products had proved out and increased the sale of the canned product. Popularity of tuna was spreading to every nook and cranny of the country.

Pre-Cooked Frozen Scallops

Washington Fish & Oyster Co. of Calif., with headquarters in San Francisco, is introducing the Eldridge brand of pre-cooked scallops, which come 24 8-oz. packages in the carton.

This new item is packed by L. S. Eldridge Co., New Bedford, Mass., and according to Washington Fish & Oyster Co. officials is being very well received by the trade.

The BUYERS' CORNER

Costs Incurred by Salmon Imports

In response to suggestions that this journal publish a break-down of the cost items which must be added to a Canadian salmon packer's selling price for his product before he can put it in a duty-paid position, fob. Salmon Terminals, Seattle, or other distributing warehouse on this coast, *Pacific Fisherman* has secured a statement of these costs from one of the larger Canadian producers of canned salmon.

In his statement of these export-to-U. S. costs, the sales manager of this Canadian house actually works backward from an assumed selling price of $19.00 per case for 48 No. 1 tall Pinks.

His figures follow:

Gross selling price, U. S. funds	$19.00
Less: Selling deductions—	
(a) 1½% cash discount	.285
(b) 1/10 of 1% swell allow.	.019
(c) 5% commission	.94
U. S. funds, Seattle, duty paid	17.76
Less:	
Duty @ 15% of Can. selling price	2.25
Handling charges, Seattle	.17
Labels and labelling	.22
U. S. Funds, Seattle	15.12
Less:	
Freight, Vancouver-Seattle	.20
Discount on U. S. funds, 4%	.60
Net Canadian funds, unlabelled, fob. Vancouver	$14.32

In a footnote, the sales manager points out that the duty assessed may actually be slightly higher than $2.25, as the calculation is based on the U. S. equivalent of the Canadian price, subject to the Canadian rate of exchange in Seattle at date of assessment.

Further, he points out that there may be other charges incurred in clearing the goods through customs, drawing samples, etc.

The figures given are based of course, on goods found acceptable for shipment after examination by the Food and Drug Administration. Any goods which might be rejected of course, incur the costs of return shipment.

Herbert W. Tout, for a number of years with Parrott & Co., Pacific Coast sea food factors, will handle Eastern sales for the canned food lines represented by the company.

Southern California Canned Fish Markets

Quoted F.O.B. Pacific Terminals at presstime.

TUNA—
Advertised Brands:
White Meat, Fancy (7 oz.)....$15.00 to $16.00
White Meat, Chunks (7 oz.)..$13.50 to $14.00
Light Meat, Fancy (7 oz.).....$14.75
Light Meat, Chunks (7 oz.)....$13.00
Light Meat, Grated (6 oz.)....$ 9.00 to $ 9.25
Private Label:
White Meat, Fancy (7 oz.)....$14.00 to $15.00
Light Meat, Fancy (7 oz.)....$13.00 to $13.50
Light Meat, Chunks (6½ oz.)..$11.50 to $12.00
Grated (6 oz.) .....$ 9.00
D & L (6 oz.) .....$ 7.50
MACKEREL—
Pacific, talls/nat., 48s .....$ 8.00
Jack, talls/nat., 48s .....$ 7.25
SARDINES—
No Southern California quotations.

Good Anchovy Market

The market for anchovies was active during the latter part of October and into November, observers along California Street in San Francisco reported.

Price was $7.50 for 100 in 5-oz cans, tomato sauce, and $8 for 48 cans, ovals in tomato sauce. All production was going for export and it was anticipated that the price would rise due to the uncertainty about the catch, and the lack of sardines.

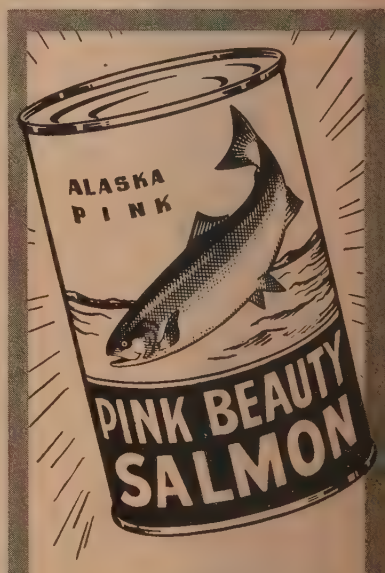
Canned Salmon and Tuna
—Factors for 32 Years—

F. A. GOSSE COMPANY
1800 Exchange Bldg.
Seattle 4, Wash.

★
CANNED SALMON
A Dependable Source
Particularly Buyers Labels
★

GAVIN BROS INC.
COLMAN BLDG, SEATTLE 4.
CANNED SALMON, TUNA, CRABMEAT

Easy to Remember! *Easier to Sell!*
J. R. BARRY & CO.
727 W. 7th, Los Angeles MA-69291
Exclusive Sales Agents for
California Marine Curing & Packing Co.
Tuna—Sardines—Mackerel



"Packed with the Wiggle in its tail"

NEW ENGLAND FISH CO.
Seattle, Wash.
Since 1868
Producers • Packers • Distributors
Canned • Fresh • Frozen • Seafoods

arge Salmon Retailer esentful of Pricing

Denial that a retailer can pay $16 er case for Chum salmon, fob., Se-ttle, and sell the commodity profit-bly at 39c per can is voiced vigor-usly by an important Cleveland re-ailer in the following letter received y this journal. The writer says that etailers "resent deeply" the implica-on that this can be done.

Joseph R. Gibbons, writer of the tter, is merchandising vice president f The Fisher Bros. Co., an important cal chain in the Cleveland market. is letter follows in full:

"In the section of *Pacific Fisherman* sue of October, 1952, in the 'Food ish Marketing' section there appears n article covering the pricing of inks and Chums canned salmon.

"In the fourth paragraph of this em, a statement is made that a $16 rice on Chums permits a retail price *s low as 39c.* In my opinion, this is a ery reckless use of the word 'permit.' my reaction is correct, the thought ou wish to convey to your readers that a 39c retail on $16 salmon is a rofitable transaction for a retailer.

"If my arithmetic is correct, our carload delivered cost on this salmon is $17 per case of 48 talls, Cleveland. A 39c per can retail would return us 8% gross. On the basis of this return, by what stretch of the imagination can you make the statement that a $16 price on Chums permits a 39c retail?

"It is high time that the salmon industry quit doing business on the retailer's money. If prices of salmon are too high, and they certainly are, packers will sooner or later accept the fact that they must make their contribution towards pricing this commodity at a price that will eliminate consumer resistance. Up to the present time, the retailer has been asked to carry the entire load. No further proof that the foregoing conclusion is correct than the statement that salmon, which costs us $4.25 per dozen delivered Cleveland, permits a 39c retail. Needless to say, we resent this deeply."

In responding to Mr. Gibbons' letter, *Pacific Fisherman* pointed out that its article did not justify a 39c price, but reported that under the $16 price Chum salmon was "selling *as low as*" 39c—which was, and is, a fact.

McGovern Names Broker For Detroit Area

Appointment of Baldwin & Squier, 903 Donovan Bldg., Detroit, as exclusive sales outlet in the Detroit area for McGovern & McGovern, Seattle canned salmon brokers, was announced at the first of November by E. B. McGovern, head of the firm.

Canfisco "Comics" Used To Sell "Seal" Salmon

An interesting promotion "gimick" is the "comic" book "Pacific Rescue," published by The Canadian Fishing Co. to plug its "Seal" family of salmon — "Gold Seal," Sockeye; "Red Seal," Coho; "Pink Seal," Pink.

The 12-page, 5-color typical "comic" for "kids" carries a picture story featuring Sammy Seal and an adventure which really happened to one of the Canfisco packers, the *Cape Perry,* which rescued a lot of American airmen forced to ditch a big transport plane off the Canadian coast.

"Seal" salmon is plugged in runners at the bottom of each page and on the back cover; while a page of perforated recipe cards is inserted as "a surprise for mother."

SEATTLE MARKET

Prices openly quoted at presstime on cases of 48, f.o.b. Pacific terminal points.

SALMON

Red, 1/t	$27.00-30.00
Red, ½	17.00
**Red, 1/t	**26.00
**Red, ½	**15.00
Med. Red, 1/t	20.00-21.00
Med. Red, ½	12.00-13.00
Pink, 1/t	20.00
Pink, ½	11.00-12.00
Chum, summer, 1/t	16.00
Chum, fall, 1/t	15.00
Sockeye, ½ mf.	18.50-19.00

the BRAND of DISTINCTION
Known to discriminating buyers everywhere

ANOTHER OXENBERG PRODUCT
Inquiries solicited from unrepresented territories
ACKED BY
INDEPENDENT SALMON CANNERIES, INC.
KETCHIKAN, ALASKA
Office: BELL STREET TERMINAL, SEATTLE 1

C. F. BUELOW COMPANY INC.
Distributors
Alaska and Puget Sound Canned Salmon
Crab Meat and Northwest Tuna
MAIN 4464
Smith Tower, Seattle 4, Wash.

ROBERT L. STIX, INC.
CANNED and FROZEN FISH
National and Local Sales Representatives
Tuna, Salmon, Sardines, Anchovies, Lobster, Crabmeat, Fillets, Lobster Tails, Swordfish, Frog Legs, etc.
260 West Broadway, N. Y. 13, N. Y.
Tel: WOrth 2-7527 TWX: NY 1-625

THERE'S A GROWING Demand for

Quality Pink Salmon
KELLEY-CLARKE CO.
2460 6th Ave. S.
Seattle 4, Washington

Tom Lazio Fish Co., Eureka, operates one of the best known sea food restaurants in California. The interest of patrons of the sea food restaurant has been made to pay off, not alone when the dinner or luncheon check is paid, but in the sale of Lazio's line of fancy canned sea food, canned in Lazio's modern cannery adjoining the restaurant. For at the cashier's desk in the sea food restaurant is a large display of Lazio's "Shelter Cove" brand of Albacore, Chinook salmon and crab meat in gift cartons manufactured and attractively lithographed by Fibreboard Products, Inc., holding a half dozen of these cans. They are mailed right from Lazio's restaurant. Angelo Intersimone, manager, says tourists who have eaten at Lazio's have written from all parts of the world asking that these gift packages be sent to their friends.

Bumble Bee Seafoods Offer Recipe Booklet

A Bumble Bee Seafoods 24-page recipe and meal-suggestion booklet has just been published by Columbia River Packers Association, Inc., Astoria, Ore. Appetizing dishes using tuna, salmon, crab meat and other seafoods in the "Bumble Bee" line are given step-by-step treatment for easy home preparation. Accompanying these recipes are complete meal-planning ideas.

Dishes using the white label line of unexcelled quality seafoods and the green label economy line are included in the recipes which are illustrated with pictures of the ready-to-serve food.

The booklets will be distributed by the nation-wide Bumble Bee broker organization which will place them in grocery outlets, and direct by the company in response to inquiries from advertising.

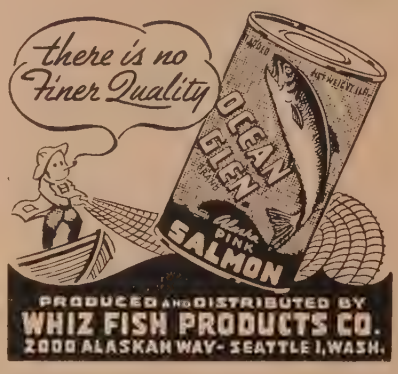
Canadian Per Capita Fish Eating Hits Peak

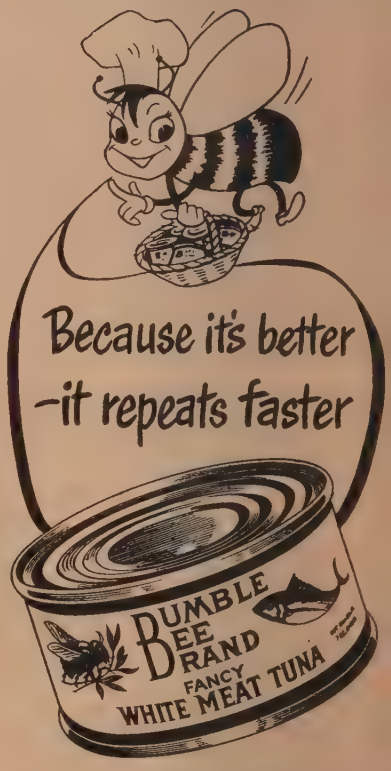
A record of 13.69 lbs. of fish per capita was consumed in Canada last year, but the figure is still sufficiently low to provide a continuing challenge to the industry's sales pushers.

Preliminary calculations indicate that total consumption of fish in Canada in 1951 amounted to about 255 million pounds, compared with 250 million pounds in the previous year and 230 million pounds in 1949.

Consumption of seafish fillets, which had shown a considerable increase in each of the three preceding years, remained in 1951 at approximately the 1950 level.

In the canned fish category, however, per capita consumption continued to rise. Preliminary estimates are that in this branch of the trade 65 million pounds were consumed last year, compared with 63 million pounds in 1950 and 61 million pounds in 1949.


there is no Finer Quality
OCEAN GLEN
PINK SALMON
PRODUCED AND DISTRIBUTED BY
WHIZ FISH PRODUCTS CO.
2000 ALASKAN WAY - SEATTLE 1, WASH.



COLUMBIA RIVER PACKERS ASSOCIATION, INC.,
ASTORIA, OREGON

A QUALITY CANNED SALMON FAMILY UNDER ONE LABEL—FOR EASIER MERCHANDISING

. . . the label backed by ***ADVERTISING*** *and a planned* ***PROMOTION***

WHITNEY & COMPANY, CENTRAL BUILDING, SEATTLE 4, WASHINGTON

TUNA—A World-Wide Resource With Only One Market

By T. F. SANDOZ
President, Columbia River Packers Association, Inc.

TUNA fisheries of Japan closely parallel our own tuna fisheries in all major respects. This fact particularly impressed both William B. Wootton, vice president of the C.R.P.A., and myself during our visit to that country in September and October of this year.

First: Their Albacore fishery is to a large extent a local fishery off the home islands, with the exception of a nominal production taken in the winter months off Midway Island. This compares to our Albacore fishery, which is to a large extent the only tuna produced immediately off our shores.

Second: With the exception of the local Skipjack fishery, the Japanese fishermen find that they must also range far afield to expand their production of Yellowfin tuna. This entails the use of their present fishing vessels in conjunction with motherships on the one hand; and a trend which we noted of enlarging the individual boats to range further afield than is now the custom. This parallels the history of our American tuna clipper operations.

There is also a parallel in costs, which increase appreciably in direct ratio to the range or extent of fishing effort. It is also our observation that the cost of the Japanese fishing operations is higher than we are inclined to realize. It is true that the individual return is substantially less per man engaged than is the practice in this country, but on the other hand their manning scales are substantially greater than ours, which has a tendency to narrow the margin of costs as between our production and foreign production, particularly taking into consideration the added cost of freight on the frozen product, which is substantial. For these reasons it was apparent to us that the Japanese fishing industry would be severely penalized by any import duty that might be imposed upon such tuna coming to this country.

U. S. Is Only Outlet For White Meat Tuna

I think it pertinent that any consideration of imports of tuna into this country should be considered under two categories: 1—white meat tuna, both frozen and canned; 2—the so-called light meat tunas, and also bonito.

With respect to white meat tuna, the facts in the case briefly stated are that there is a limited world supply;

Albacore fishing with a handline out of San Pedro in 1917. Note the complete lack of poles and the corner of the primitive bait tank on the left, with a hose delivering the water supply.

and all of the world supply has always been consumed by the American market. The production of white meat tuna or Albacore in itself has not been a contributing factor in breaking the Albacore market, or the tuna market generally. On the other hand, the major breaks or price reductions that have come in the American market have been the result of excessive light meat production by domestic operators.

I was particularly impressed with the building and reconstruction which has taken place in Japan since I was last there in 1947. One cannot help but be impressed by the manifestation of industry and energy being put forth by all the people, which gave one the impression that the Japanese were definitely working hard to reestablish their economy.

Politically, everyone seemed to be extremely well pleased with the outcome of their recent election, and with the splendid majority which was returned in support of Premier Yoshita and his present administration. Many of the business leaders were particularly interested in inquiring of us as to how the outcome of their election would be received in the United States. Many of the fishery leaders and executives in government who have the responsibility of foreign trade showed a definite interest toward wanting to work with the United States industry to the end that they would not become a factor in disrupting or unbalancing the American market. At the same time, they felt very dependent upon participating in at least a share of the American tuna market.

A World Resource, With One Market

Without in any way arguing the very controversial issue of imports of tuna into the United States, I wish to say that we must face the fundamental fact that *tuna is a world-wide resource, with the great majority of this resource lying away from our shores;* but at the same time, for the present at least, and possibly for many years to come, *practically the entire world market for canned tuna will be confined to the United States.*

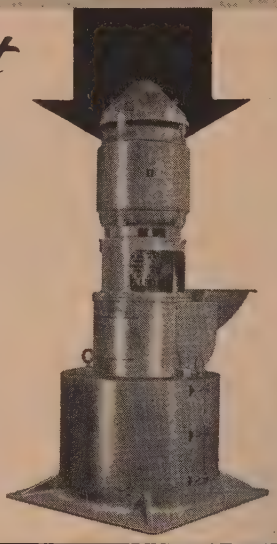
Furthermore, this market is showing all the signs of a continuing growth. I think, therefore, that we have a long-range import actuality to face. I do not think it wise in any way to restrict the flow of this valuable raw material into this country for processing here with American labor, under American standards, and marketed under American brands to the American consumers on the basis of a sound market value.

This in no way means exclusion of the American fisherman's production from the American market because, speaking for our company, we are endeavoring to purchase all of the tuna which our fishermen are in a position to offer.

ENTERPRISE VERTICAL HAMMER MILLS

for a fast, uniform grind

... at low cost



ENTERPRISE HAMMER MILLS provide high continuous grinding capacities at lowest cost per ton. Simplicity and compactness of vertical design provide 360° grinding area. Heavy-duty construction, and accessibility to screens and rotors, combine to give best results in reduction operations of every type. *Write for complete information.*

Enterprise Engine & Machinery Co.
A Subsidiary of General Metals Corporation
18th & Florida Sts., San Francisco 10, Calif.

Built in 4 sizes with replaceable hammers and interchangeable screens.

Enterprise Process Machinery

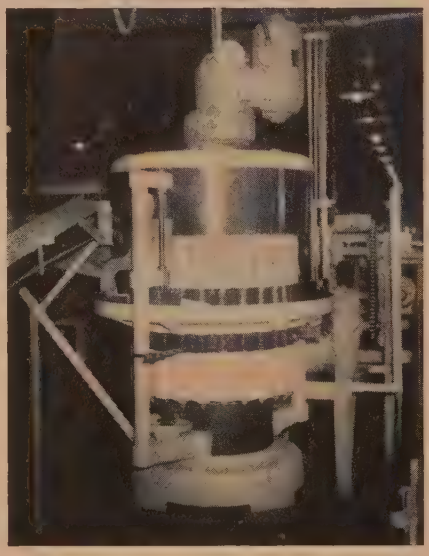
RAY-LINE

THE LIGHT That Never Failed

300 DIESEL ENGINE BOATS "ONE-MILE-RAY" SEARCHLIGHTS

THE PORTABLE LIGHT CO., Inc.
216 WILLIAM STREET, NEW YORK 38, N. Y.

The PAK-FORMER



Leading tuna canners are now using the PAK-FORMER for their Chunk and Grated Style Packs. A variable speed drive permits filling speed adjustments of between 50 and 250 cans per minute. Available to the industry under similar terms as our PAK-SHAPER.

For Complete Information Write to

E. H. CARRUTHERS CO.
Engineers and Designers to the Food Packing Industry
P. O. BOX 1332 WARRENTON, ORE.

DO YOU KNOW

Joseph Gambert of Ft. Myers, Florida

Lower away! A Lathrop in the engine room means more dollars of profit in your pocket over the years — and certainly less maintenance worries. This is the 68 ft. "Sylvia G", an up-to-the-minute *shrimp trawler* powered by an up-to-the-minute Lathrop DH 200 Diesel.

Write for new catalogs. 19 different Models. 20-200 HP. Gasoline and Diesel Marine Engines.

THE Lathrop ENGINE CO.
MYSTIC, CONNECTICUT
SINCE 1897 MANUFACTURERS OF RELIABLE MARINE ENGINES

"Sand-Dabbers" Organized by Frozen-Fish, Seafood Men

"Sand-Dabbers of Southern California," composed of fresh and frozen fish and seafood brokers and wholesalers, cold storage operators and allied interests to the fish-distributing or processing industry, was named at Los Angeles, October 28. There had been one previous get-together.

The name was suggested by Miles Reinke, of Reinke & Amende, Inc., who had presided at the initial meeting. The second, held at Fox Hills Golf Club at which 35 played golf and 65 attended the dinner, had as chairman, Elmo Jack of E. C. Jack Brokerage Co.

The golf tournament was in charge of James Ota of Orica Trading Co. as chairman. Carl Merry, Jr., Holly Sea Food Company, was winner of the low gross trophy; Frank Tsuchiya, Pacific-California Fish Co., was winner of low net trophy.

The organization, which will elect its chairmen twice annually, but may meet oftener, is similar in make-up and purpose to the "Galloping Tunas" of Southern California's fish packers; the "Fish Divoteers" of the salmon industry and others up and down the Pacific coast.

The prime purpose is for sociability and golf tournaments, for which members or allied operators will donate trophies and prizes. It has long been felt that such a goup, without seriousness in aims or even name, was needed among the fresh and frozen fish fraternity of the southland. The name was chosen after Chairman Jack had called for suggestions from the floor. "Sand-Dabbers" was finally selected by acclamation.

Sand-Dabbers of Southern California

Elmo Jack Carl Merry, Jr. James Ota Frank Tsuchiya Miles Reinke
A.L.Jack Dave Mindel C.McGilvery John Barna Gus Vellis Ed Smith
A.Lantz E.Schultz K.Stilwell J.Sharpe R.Lemoi J.Dee M.DiMaggio
C.L'Ecluse B.Miller H.Johnston D.Numa T.Phillips J.Grand E.Amende
A.Shiraishi G.List R.Merry W.Wing A.Larson B.Solomon H.Duke

California Mackerel Pack Heads for a Record

Southern California's mackerel industry jumped beyond the million-case mark by November 1, and with raw tonnage continuing to pour into canneries of the Los Angeles-Long Beach district, new records for the canned product could be in sight.

By October 31 a total of 63,772 tons had been brailed into cannery conveyors, and 1,171,980 cases produced. Last year, for the same period the score was 53,646 tons; 915,321 cases.

Through early November fishing was excellent for mackerel, mostly Jack, of course, and packers, viewing the dismal sardine catch were taking it all.

Due to the sardine shortage, mackerel continued to be a "face-saver," and wholesale quotations, f.o.b. west coast had been firm for months: Pacific, talls, 48 at $8.00; Jack, $7.25.

Fishermen also have benefited and last month were getting more for the raw material. Packers were paying $77.50 a ton for Pacific; $67.50 for Jack. The agreement also provided for a raise of $2.50 per ton if less than 24,000 tons of any of the varieties was caught prior to November 19.

Sardine Canneries Turn To Packing Anchovies

With the best part of the sardine season over, and with a negligible catch in southern California and nothing in northern California, canners at Moss Landing, Monterey, and San Francisco were packing anchovies.

Some eight plants were operating in Monterey, one in Moss Landing, and three in San Francisco. The San Francisco catch was coming from right outside the Golden Gate, and Monterey's fish were coming from Pt. San Pedro, just south of San Francisco.

With over 3,600 tons of anchovies already through the Monterey area cannery hoppers in October, and over 8,700 tons since July, the plants operating were at least able to keep their doors open.

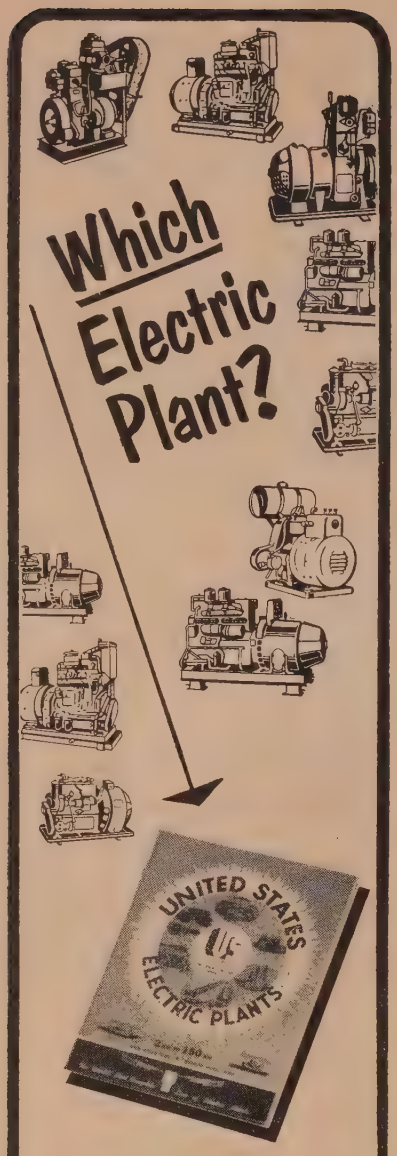
At one time there were 16 canneries and 14 reduction plants on Monterey's Cannery Row, and about 30 plants on San Francisco Bay.

About 20 boats were fishing anchovies out of Monterey, and fewer out of San Francisco. Price to fishermen was $42.50 per ton, and boats were on limits of 20 tons.

During the middle of October one small shipment of sardines was made via iced truck from Santa Barbara to Oxnard Canners, Inc., Monterey. They were landed at the southern port by *Twin Brothers,* Monterey purse seiner, skippered by Sal Romeo, Monterey. The catch brought $60 per ton in Santa Barbara.

Reduction Plants Sold

The machinery in the Pittsburg Canners and the Richmond Fisheries plants, Pt. San Pablo, Calif., has been sold to R. J. Roesling Co., which is dismantling the plants, and disposing of the machinery.



This booklet helps you choose the right unit for your needs . . .

This free booklet will help you select the right type, the right size, starting method, etc. for your particular application. *Whatever* you need, you'll find it in the "U.S." line — for U.S. builds over 300 models, backed by more than 60 years of manufacturing experience.

UNITED STATES MOTORS CORPORATION
US
OSHKOSH, WISCONSIN

UNITED STATES MOTORS CORP.
449 Nebraska St. Oshkosh, Wis.
Please send me the free booklet on Electric Plants. I am interested in
☐ Diesel, ☐ Gasoline powered ,
Name .....
Address .....
City ..... Zone .... State ....

Here are Petersburg's three generations of fishermen — and fishing boats, with the Kayler-Dahl Fish Co. plant in the background. Commanding the three seiners "Lenor," "Carmella J," and "Harmony" are the men in the insert, with Andrew Mathisen in the center. On the left, Adolph Mathisen, his son; and right Andy Mathisen, grandson.

Mathisens of Three Generations Fish Salmon

Three generations of Mathisens—father, son and grandson—commanded salmon seiners—three generations of seiners, too — out of Petersburg, Alaska, this summer.

They were:

Andrew Mathisen, the grandfather, who was 70 years old last June, commanded *Lenor,* herself a veteran of the fisheries, for she was built in 1916. He delivered to P.A.F.

Adolph Mathisen, his son, was skipper of the new seiner *Harmony,* fishing for Libby.

Andy Mathisen is third of the line, Adolph's son, and skipper of the *Carmella J.,* owned by Conrad Johansen of Petersburg. His fish also went to Libby.

The Mathisens all live in Petersburg, and Adolph is a former president of the Fishing Vessel Owners Association there.

Canadian Salmon Now For Canadian Soldiers

Canadian troops in Korea will eat Canadian salmon in future, instead of the Russian product.

British rations shipped out from the United Kingdom included Russian-packed salmon, and some of this was diverted to the Canadians, who complained that since they were fighting Communism it didn't make sense to patronize Russian canneries.

When Canada's minister of fisheries, Hon. R. W. Mayhew, was in Korean waters recently on a Canadian naval craft he discovered that the salmon served him was Russian, too. He made some inquiries when he returned to Canada, and as a result shipments to Canadian naval and ground forces have been made.

Alaska Winter Herring Fishery Is Tested

First test of the Southeast Alaska winter herring fishery for reduction purposes is to be made this winter under an amendment of the regulations permitting fishing for reduction purposes from the normal closure Oct. 15 until Feb. 28.

The winter opening applies only to the waters south of 55°, which is approximately the latitude of the south end of Annette Island. The waters opened are those on the American side of Dixon Entrance, southern Revillagigedo Channel and southern Clarence Strait.

At least one reduction plant—that of Alaska By-Products at Ward's Cove—was preparing to operate; and at presstime there was a possibility that yet another would give the fishery a test.

The opening is in response to urging of American operators, who point to the extremely heavy tonnages of herring which the Canadians have been taking from adjacent waters in recent years; while the Americans have been limited to a summer herring fishery which has not been profitable for many seasons.

The Fish and Wildlife Service proposes to drop the summer herring quota in Southeast Alaska, it was announced at the November hearing in Seattle, inasmuch as the quota has not proven a realistic answer to the problem of rebuilding the summer herring population of the territory.

In addition to the Lebo operations for the Ward's Cove plant, the exploratory vessel *John N. Cobb* of the F.A.W.S., rigged as a seiner, is conducting winter herring fishing operations in Southeast Alaska to make a practical test of the abundance and availability of fish in those waters.

Canada Building Fishing Vessels for Ceylon

One of the most interesting boat-building projects to be undertaken in British Columbia in several years is the construction of a combination fishboat at Sterling Shipyards, Vancouver, for the Canadian government to be used in Ceylon's fishing industry.

The boat is being built and equipped under the Colombo Plan, designed to increase the living standard of the native population. Canada is spending a total of $1,000,000 on the over-all plan for building up the Cingalese fishing industry, and Donald Haywood, executive of B. C. Packers, is directing the program on a loan arrangement.

In addition to the two boats being built on the west coast, a 145' deepsea trawler is being planned.

Hans Ulstein, manager of Sterling Shipyards, gave *Pacific Fisherman* details of the two vessels his yard is building and which are due for shipment to Ceylon before the end of this year. They are 44-footers and will have full hyldraulic equipment for trolling, trawling, long-line and seining, and they will carry gear suitable for catching fish ranging from sardines to 1500-lb. marlin.

Planking will be of Philippine mahogany over bent oak frames, with copper sheathing. Power plant will consist of 80 hp. D318 Caterpillar diesel engines. Equipment consists of echo sounders, radio telephone and fan-driven ventilating system.

There will be accommodation for four natives and two white fishermen on each vessel.

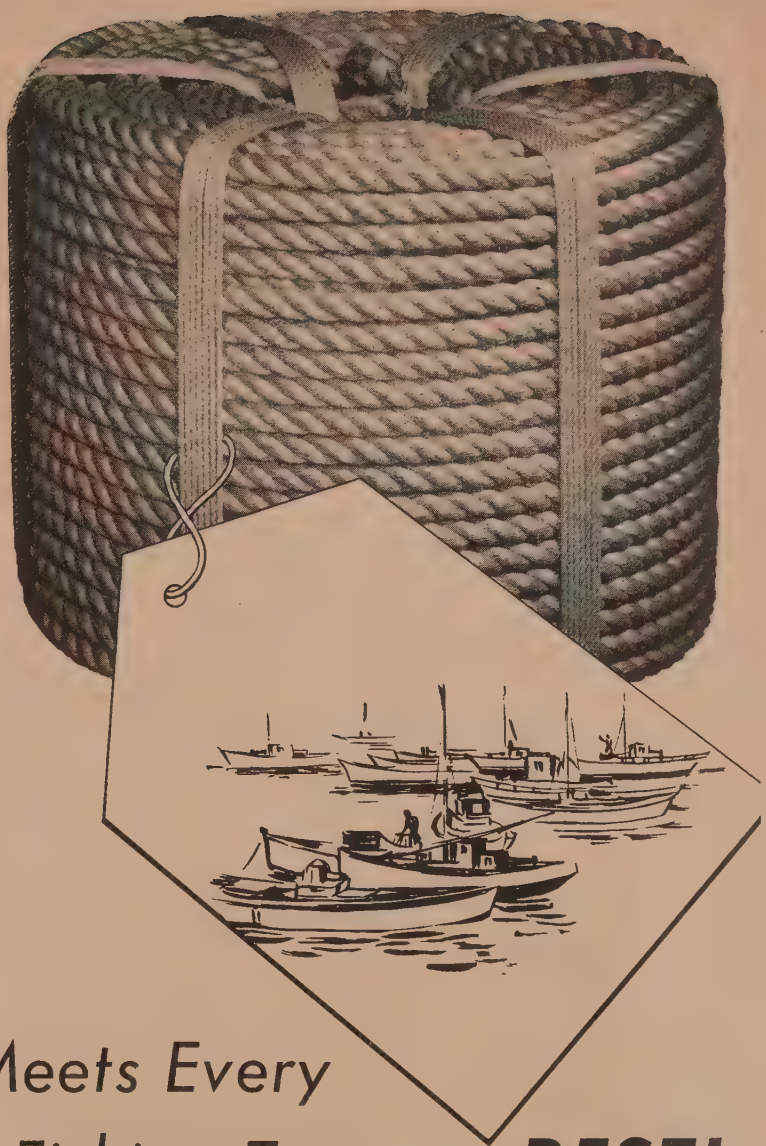
Canadian Intercoastal Salmon Shipping Resumed

Waterborne shipments of canned salmon from British Columbia to eastern Canada will probably be resumed this fall, for the first time since the 1930's.

Trial shipments were to be made from Vancouver to Montreal on the steamship *Sunvalley* by a group of packers, including Nelson Bros. Fisheries, Canadian Fishing Co. and B. C. Packers.

This development is a result of rising railroad freight rates combined with the inauguration of a new freight line through the Panama Canal serving Canada's west and east ports. The rates went up last April, and the first ship arrived in Vancouver on the new schedule a month later.

Saguenay Terminals, operating the vessel, is a subsidiary of Aluminum Co. of Canada whose multi-million dollar plant is now under construction at Kitimat, B. C. When this plant is in operation a much more frequent service will be maintained, ships bringing alumina from Jamaica in bulk and returning to the east coast with finished aluminum—and general freight, such as canned salmon.



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TUNA IMPORTS HIGH

The pattern of the future for tuna imports was shaping up long before the industry in November sent its second delegation to Washington, D. C. within a year, this on November 17, looking for relief.

The summer of 1952 was hardly passed before the pattern was clear: imports of both raw and canned tuna were 'way above 1951's figures nationally, as shown below:

Raw imports by September 30: 55,300,000 lbs., or enough to pack 1,400,000 cases. This compares with 62,000,000 lbs. for all of 1951, or 90% of that total and three months yet to go.

In-oil canned tuna: 3,283,000 lbs., or 164,000 cases, compared to 3,600,000 lbs., or 180,000 cases, all of 1951.

In-brine canned tuna: 13,700,000 lbs., or 685,000 cases, compared to 9,400,000 lbs., or *470,000 cases for all of 1951.*

Canned bonito: 11,800,000 lbs., or 590,000 cases, compared to 10,400,000 lbs., or *520,000 cases for all of 1951.*

Thus, with all of 1952's final quarter yet to go, imports of raw and canned combined had almost reached the 3,000,000-case mark, whereas for all of 1951 the gross was 2,570,000 cases in round figures.

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Star-Kist No. 4 Dedicated Nov. 12

On Nov. 12, a day designated by Joseph J. Bogdanovich, president of French Sardine Company, as "Free Enterprise Day," the new Star-Kist tuna cannery, Plant No. 4, was dedicated in ceremonies honoring the late Martin J. Bogdanovich, founder of the company which today is a 40-million-dollar-a-year business.

Speakers were Governor J. Bracken Lee of Utah and Senator William F. Knowland of California; C. J. Haggerty, secretary-treasurer of the California State Federation of Labor; and Leo Carrillo of movies and television.

Federal Judge James M. Carter brought to the dedication a group of new United States citizens who, like Martin J. Bogdanovich, came to this country to seek opportunity.

John F. McGovern, vice president of the Green Giant Corporation of Le Sueur, Minnesota, was master-of-ceremonies of the event, which was attended by 4,000 people.

Also present at the dedication was Mayor Fletcher Bowron, Los Angeles; and Miss Joanne Sullivan, named Miss Star-Kist. The Right Reverend Monsignor George Scott, pastor of San Pedro's Mary Star of the Sea church gave the invocation.

In honor of the tuna fish itself and National Tuna week, which extended from November 6 through 15, three famous chefs conducted a friendly competition at which each presented his favorite tuna recipe. After the ceremony, Mr. Bogdanovich was host at a buffet luncheon featuring these tuna dishes.

Immediately after the dedication program there were a series of conducted tours for the speakers and guests, including leaders of the grocery industry.

Pacific Fisherman in its November issue gave comprehensive coverage to this great new tuna cannery, which was pictured on the front cover in an aerial view.

Mason Case Activities Reach Up to Ft. Bragg

Mason Case & Co., fish buying factors, with headquarters at Moss Landing, Calif., expanded their operations during the season, according to Mr. Case and Ralph Marsh.

Bill Grader, who has a reduction plant at Noyo Harbor, Fort Bragg, bought fish for the company at Frank Hyman's establishment, Bob Holtzclaw was purchasing fish at the station at Sausalito Shipbuilding Co., Sausalito, and Tracy Hoffman was buying for the company at Eureka.

Pan-Pacific Fisheries, Inc., Terminal Island, has installed a new Carruthers chunk-style automatic tuna packer on its No. 1 line, according to **Louis Mascola,** plant superintendent. The plant, packers of "Top Wave" and "Lucky Strike" tuna, now operates two automatic fancy and one C&F packers.

Canned-in-Glass Salmon Is Offered

Puget Sound Sockeye salmon canned in special glass containers was put up by the Friday Harbor Canning Co. in a limited pack in 1952. The jars are of the inverted type, the metal closure serving as the bottom of the package on the shelf.

To mask the product as little as possible, the label consists of a narrow band, about ¾", encircling the half-pound container. The label is bright blue, with the brand—"Salmon Bank Salmon"—in red.

Glass containers were manufactured by Northwestern Glass Co., Seattle; while closures are the "Anchorvac" type, manufactured by Anchor Hocking Glass Corporation.

This is not the first time salmon has been canned in glass, but this most recent trial yields a product which benefits from the long salmon packing experience of George Jeffers, Friday Harbor president, and painstaking technical and market research by the Northwestern Glass Co.

Al Levy, manager of the Washington Fish & Oyster Co. of California, flew from San Francisco to Japan. While there he got in touch with **Corp. Roger Shatz, U. S.** Army medical corps, who showed him some of the sights of Tokyo.

Corp. Shatz is the son of **Lionel Shatz,** secretary-treasurer, A. Paladini Inc., San Francisco, and Mrs. Shatz.

Voluntary Conservation of King Crabs to be Asked of Japanese

Request for voluntary cooperation of the Japanese in the conservation of the King crab of Bering Sea will be made through official channels as result of requests made at the hearing of the Fish and Wildlife Service on 1953 Alaska Regulations, held in Seattle in November.

Lowell Wakefield, president of Wakefield's Deep Sea Trawlers, Inc., and Capt. Ed Shields, master of the crab vessel *Nordic Maid,* advocated that the Service request the Japanese voluntarily to respect the rudimentaries of conservation by returning undersized and female crabs to the water, utilizing only adult males.

Representatives of the crab industry are prepared to find the Japanese actively participating in the Bering Sea King crab fisheries next season, and are keenly anxious that the resource there be accorded a measure of conservation calculated to maintain it; and be not subject to destructive fishing. They recognize—without approving — that the Tripartite Treaty provides no abstention from the crab fisheries of Bering Sea; but they hope that the Japanese may be willing voluntarily to accept the elemental conservation requirement laid upon American fishermen by the Alaska Fishery Regulations, which requires release of all female King crabs, and of all males under 6½ inches in greatest width of shell.

Sitting in as an observer at the hearing, Dr. John L. Kask, assistant director, said the Fish and Wildlife Service was requesting of the Department of State that the Service be represented on the North Pacific Fisheries Commission to be set-up under the Tripartite Treaty; and that an Alaskan also should be included in the membership of the American section.

Reduction Plants Sold

R. J. Roesling & Co., San Francisco, well known factors in the fish oil and meal business have purchased the sardine reduction equipment from Redondo Fisheries Plants 1 and 2, Pt. San Pablo, Richmond, and are selling the equipment.

The equipment in both plants was largely California Press Manufacturing Co. The deal to purchase the machinery was made through Dan Bohne & Son, Fishermen's Wharf, San Francisco.

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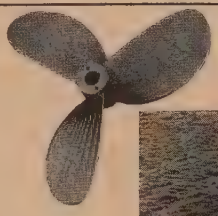

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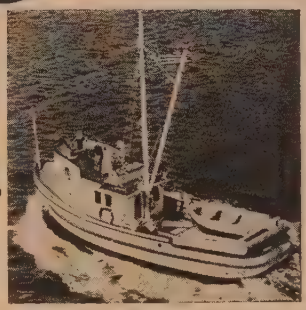

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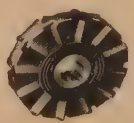

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Typically a halibuter, "Alma J" can serve as well in the trawl or seine trade, or can ship poles for Albacore. Stan Johansen, pictured alongside, built some new ideas into her rugged hull, now fishing her first season.

Alaska-Limit Long-Liner Fitted for Web or Warps

The name Johansen has long been a amous one in the halibut fleet sailing ut of Seattle, where Sverre "Mitkof" ohansen has long been regarded as highliner. Now a new Johansen halbuter has joined the fleet, this time nder the command of Stan Johanen, Sverre's son.

Stan has been skipper of the *litkof* for a few seasons, but this me he is out on his own, more or ss, with a new *Alma J*, built at the agstad yard and powered with a eneral Motors diesel.

Basically the *Alma J* is a combinaon boat built to the Alaska limit nd convertible to a purse seiner or ragger the minute the last skate of alibut gear is in the locker for the ear.

The main engine is a GM 6-110 iesel with a 4½ to 1 GM hydraulic everse and reduction gear supplied y Evans Engine & Equipment Comany, GM diesel distributors. It gives ie *Alma J* a nice turn of speed using 75-hp. at 340-rpm. on the wheel. A ionel tail shaft turns a 54 x 44 Olymic propeller.

A new and unusual feature of the *lma J* is the treatment given the ntermediate shaft running through ie fish hold. Stan Johansen felt that ie usual rust and corrosion of this shaft could be cut down and he looked for some means of doing this. The answer was supplied by a new process never before used for this purpose. The shaft was sprayed with a plastic material containing synthetic rubber. This coating gives a completely impervious covering over the entire shaft, a coating not affected by oil, acids, fish slime or water. Johansen feels that this material supplies the answer to the problem.

Alma J has a Kolstrand halibut-seine winch and a Kolstrand anchor winch.

For auxiliary power plant an 8-hp. Lister-Blackstone diesel drives a Kurz and Root generator and the wash down pump. This small diesel plant was supplied by the Marine Equipment Company, Seattle, distributors for Lister.

The new boat has the usual electronic equipment found on vessels of this type.

Seiner operators who fish the Alaska-limit boats will do well to go aboard and take a look at the neat galley arrangement on *Alma J*. The galley table has been built so that the entire crew can gather around at chow time with plenty of room for the cook. The usual portable bench has been replaced with a permanent seat and a built-up back. Storage space under the seat has added somewhat to the galley storage space.

Partners with Stan Johansen in the new boat are Sverre, his father and Johnny Lervold.

Radar Detects Poaching Canadian Fishermen

Radar was brought into use for detection of fishermen suspected of poaching in prohibited areas of British Columbia this fall and as a result 14 men faced arraignment in Nanaimo police court.

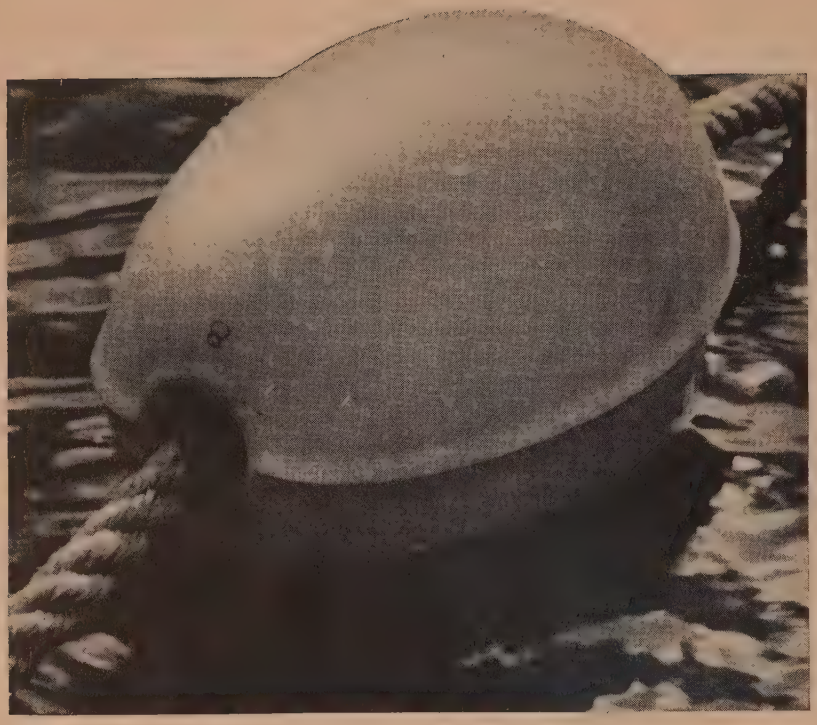
The fishermen were arrested following a roundup by fisheries protection craft in an area extending from a point two miles northeast of Englishman's River on the east coast of Vancouver Island to a point about two miles northwest of Big Qualicum River.

Captain W. Radford, aboard the fisheries patrol ship *Laurier*, directed the mass arrests. The *Laurier* spotted its radar for a three-mile radius and discovered one vessel with several behind it riding without lights. Fast-moving scout boats with fisheries inspectors aboard sped to the scene and assisted with the arrests. Ten men were taken in the first day, followed by four more the following day when similar tactics were employed when fishboats were detected by radar under cover of ground fog.

"Les" Fulton Dies

The host of friends of Frank L. "Les" Fulton, 61, nationally known shipbuilder and designer, and head of Fulton Shipyard, Antioch, Calif., were shocked to learn of his sudden death last month.

Mr. Fulton began his career in wooden shipbuilding in southern California in 1918, and came to Antioch in 1924 where he specialized in the building of fish boats, for which he received an outstanding reputation.



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Several Pacific fishing fleets tested a new plastic seine float during the past season. Reports coming in confirm that this new float—the Spongex float—sets a new high in performance.

Molded of cellular plastic, these floats are easier to handle and have greater buoyance. Their design and smooth surface helps eliminate tangling on line and nets. They do not absorb water, they never need drying out. Even a puncture does not affect buoyancy.

Compressed under 25 ton pressure, the float returns to shape undamaged a few minutes after pressure is released. The smooth plastic surface needs no cover or protective finish. They won't rot or crumble.

One Spongex float can do the job of three regular type floats. Each ounce of the Spongex float supports 9½ ounces. And buoyancy remains constant, since this new float won't become waterlogged.

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Albacore's Mysteries Yielding to Research

Mysteries of the Albacore are dissolving gradually under the attentions of the researchers.

Investigators for the Pacific Marine Fisheries Commission and for the Fisheries Research Board of Canada have worked-out different methods of age determination, it was announced at the autumn meeting of the commission in Seattle. The Canadian method is based on the vertebrae, and the Tri-State method on the scales. It appears that the scale method does not give *actual* age, and the Canadians believe that two years should be added for the juvenile period to the annual checks shown on the scales. Thus fish with two checks are four years old. Such an assumption brings the two methods into harmony.

Dr. John Hart, reporting on the Canadian findings, said that they believed the smallest Albacore—about 7 pounds—are believed to be 3 years old; those of 11 lbs., 4 years; 17 lb., 5 years; and those around 25 lbs. 6 years. These four size groups of Albacore have been found in Canadian catches.

Leo Pinkas of the California Department of Fish and Game reported that tagged Albacore had been recovered for the first time. Out of 215 Albacore tagged in August, 1952, two had been recaptured at the time of the meeting. They were tagged in the vicinity of Catalina Island, and were recovered 30 and 45 days later off Morro Bay.

Personal Use Case To Circuit Court

The conviction of Steven V. Hotch of Klukwan on a charge of violating personal use fishing regulations has been appealed to the Ninth Circuit Court of Appeals in San Francisco.

Hotch's conviction in commissioner's court was upheld by Federal Judge George W. Folta, who deemed the regulation a reasonable measure for the protection of salmon. Hotch's attorney had argued that it is inconsistent with a 1924 provision against restricting the taking of salmon for personal use or dog food.

The regulation in question says:

"Within any regulatory area, district or section, all fishing for personal use with gillnet, seine or trap shall be subject to the laws and regulations governing commercial fishing during the period starting 48 hours before the opening of a commercial season for such gear and continuing 48 hours after its close. . . ."

Since the commercial season is closed during the mentioned 48-hour periods, it is illegal by the regulation to fish for personal use with commercial gear during these periods.

Fish and Wildlife officials say a regulation of this kind is necessary to prevent sale of "personal use" fish.

2,000—Tierce Decline Estimated In 1952 Mild Cure Production

Decline of about 2,000 tierces in mild cured salmon production this season from the already-low level of 1951 was forecast by the early fall estimates of industry statisticians and analysts.

In September they came-up with an estimate of 6,687 tierces, which compared with 8,723 tierces to even date in 1951. Production since that time is not believed to have changed the relative positions. While a few hundred tierces probably were added to the figures given, 1952 production is expected to check-out very close to 7,000 tierces.

Principal shortage for the year was in the Alaska pack, down about 1,000 tierces; but California is counted as about 800 tierces short of 1951. Seattle curing is down at least 200.

There were a number of reasons for the decrease. In the first place, late spring market conditions were pretty weak and the trade was not at all anxious to start splitting.

Secondly, the Alaska fishermen came-up with a "guaranteed minimum" program which produced a strike which outlasted May.

Then summer fishing in Alaska, notably in the Sitka area, was the poorest in many years. Noyes Island was disappointing also, and nowhere was fishing really good.

In California the drop in production largely resulted with unprofitable experience with the 1951 pack, which proved high-cost and hard to sell, with the result that most operators took a bit of a burning.

Third Monterey Sardine Cannery Is Liquidated

A third cannery in Monterey was to be liquidated last month in the fourth year of a sardine famine.

The Custom House Packing Co., founded in the early 1920s was being dismantled, and all equipment was to be sold through the machinery department of Wilbur-Ellis Co., San Francisco.

The Aeneas cannery was sold on the auction block for $100,000 March 20 to the Reconstruction Finance Corp., which held the full mortgage on the machinery and equipment and had a joint interest in the building.

The California Frozen Fish Co. cannery had been due to go on the block Oct. 20 but the procedure was postponed by a technicality, it was said.

The firm was headed by Sal Ventimiglia well known Monterey fisherman and boat owner.

The equipment at Custom House Packing Co. is that of a complete six line cannery, and 10 ton reduction plant, California Press Manufacturing Co. dryer, three five-ton California presses, and Sharples separators, being among the equipment.

Willapa Harbor Begins Its Winter Oyster Harvest

Oyster operations on Willapa Harbor got underway late in September for the winter harvesting season.

The Coast Oyster Company, with plants at South Bend, Nancotta, Bay Center and at Campbell slough on Grays Harbor began September 29. Others who started, either on a temporary or partial basis, were Bendiksen's South Bend plant, managed by George Esveldt, and its Ocean Park plant. Verne Hayes is manager of the South Bend plant.

Floating Shrimp Freezer For Costa Rica Visioned

Frank H. Reed, former promoter of a fishing and shore freezing and packing concession at Puntareanas, Costa Rica, has secured another concession there for freezing shrimp, other seafood and fish; and for fish reduction and ice-making plants.

It is planned to acquire a great concrete barge, to be anchored somewhere in the vicinity of Puntareanas and equipped to freeze seafood and fish, probably including tuna; install a reduction plant aboard, and put aboard an ice-making plant capable of producing 25 tons daily and with 150 tons storage.

A new company, Pan-American Fisheries, Inc., capitalized at $1,500,000 has been formed, with Mr. Reed as president, and with a board of directors consisting of his son, Frank W. Reed; Ben Duncan, Allan Bullard and Gordon Minor. It is a California company, and chartered to sell stock.

Frank H. Reed formed the Pacific Refrigeration Company at Puntareanas in 1935. A small tuna cannery and freezing plant was established there. Later, under arrangement, Van Camp Sea Food Company operated the plant under the management of Jack Hand. The new enterprise has no connection with the Puntareanas concern, it is reported.

Bell Cans Albacore

Bell Smoked Fish Co., Fishermen's Wharf, San Francisco, has packed 4,000 cases of Albacore this season, according to Joe Tarantino, managing partner. It has all been sold, the canner said.

The company put up 700 cases of shad roe this spring, and at the present time is busy smoking salmon.

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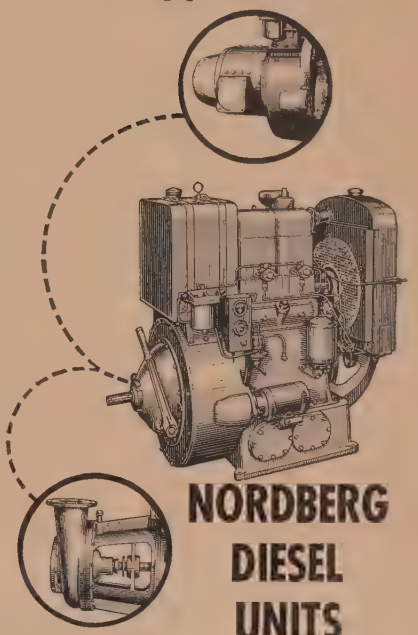

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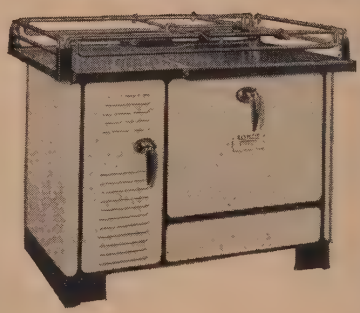

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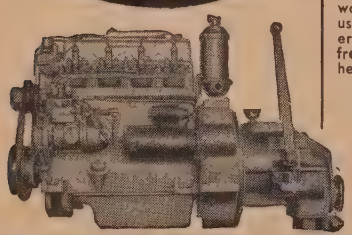

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LINES and LEADERS

Northern Engine & Equip. Co. Gets Murphy Diesel Engines

Appointment of his firm as exclusive distributor for Murphy diesel engines in British Columbia is announced by F. W. I. Merritt, president and managing director of Northern Engine and Equipment (B.C.) Ltd., Vancouver.

Mr. Merritt is also president and managing director of Northern Engine & Equipment Co. Ltd., of Alberta, which has been the Murpay distributing agency for the province since 1950.

Before the war, Mr. Merritt was in the marine sales department of Union Oil Company of Canada Limited, then served for five years with the Seaforth Highlanders. In 1945, he joined the Atlas Imperial Diesel Co. in Oakland, California.

Mr. Merritt returned to Vancouver in 1949, after a short period as sales representative of Nordberg marine and industrial engines, and formed the Northern Engine Company to represent Murphy diesels, Chrysler industrial and marine engines and Superior diesels.

Ed Canepa Celebrates 30 Years with Standard Oil

Ed Canepa, manager, Standard Oil Co. marine service station, Fishermen's Wharf, San Francisco, celebrated 30 years with the company this Fall.

He was the guest of honor at a banquet at which he was presented with a gold wrist watch, and was given a six weeks vacation with pay.

With Mrs. Canepa, Ed made a motor tour of the United States, from San Francisco to Chicago, to West Virginia, Washington, Baltimore, New York, down the Atlantic Coast to Florida, and home via New Orleans.

New Model Aqua-Clear Feeder gives greater flexibility when installing. Can be installed with inlet and outlet at the bottom or inlet at the bottom and outlet at the top, and may be installed in ANY position from vertical to horizontal.

The illustration shows how inlet and outlet are connected to the bottom of the Feeder. When it is desired to connect inlet at the bottom and outlet at the top simply connect inlet at threaded opening A, remove plug C and screw it into opening B, then connect outlet to tapped hole at top where plug C has been removed. With this new model installations can now be made in whatever manner or position is most convenient to the boat owner. This new model also has built-in trusses for greater support, as well as a sand trap that catches any foreign matter.

The advantages of an Aqua-Clear Feeder are many. Plus allowing the boat owner to cool his engine, whether gasoline or diesel, with raw sea water with complete protection from rust and corrosion it also allows you to run an engine at higher temperatures, for greater efficiency, without "salting down" the block.

Inspection of new facilities at Bendix Aviation Corporation in North Hollywood, Calif., for the manufacture of the Photo Electric Pilot was made recently by C. G. Meeker, president of Smith Meeker Engineering Co. of New York. Shown above are, from left, Palmer Nicholls, Bendix vice-president in charge of West Coast operations, Meeker; R. P. Geddes, Jr., Bendix Marine sales manager and Blair Dickison, chief engineer in charge of development and production on the Marine Automatic Pilot.

New Marine Equipment Store For Fisherman's Wharf, S. F.

San Francisco's Bay Area fishermen are showing a lively interest in the new fishing and marine equipment store opened recently by the C. J. Hendry-Johnson & Joseph Companies. It is located at 496 Jefferson Street, on Fisherman's Wharf, San Francisco at the foot of Hyde Street, and is one of the most colorful and complete stores ever opened for sport and commercial fishermen. A large parking area is located next to the new building, so customers can complete their buying with the least delay.

The first floor area covers 5,000' which allows space to carry a very large line of fishing gear, nets, jigs, hardware, lines, and tools and equipment for every type of West Coast fishing.

The former Johnson & Joseph store at 56 Sacramento Street has been closed, but the C. J. Hendry store at 27 Main Street will continue as before. The C. J. Hendry-Johnson & Joseph Companies have a 96-year history in California, and operate six outlets in San Francisco, San Pedro, and San Diego.

More Space at New Address For Bruce Rutherford

Open for business in larger quarters is the announcement made by Bruce Rutherford, well-known Northwest manufacturers representative.

Rutherford bought out the A. J. Lilygren-Northwest organization some three years ago and during the time since that date has developed the business to a point where larger space was needed.

Now situated at 1954—1st Avenue South, Seattle, Rutherford covers Washington, Oregon, British Columbia and Alaska, representing Jerome Simer Pump Company, Sudbury Laboratory, Kainer Company, McKay Chain Company, Stephens Brothers, Arnold Motors, David Round & Son and the Darling Valve & Mfg. Company.

Engine Sales & Service Acquires Hallett Diesels

A. M. "Gus" Walker, Manager of Marine Division of Engine Sales and Service, Incorporated, of Terminal Island, Calif., has announced that they are now authorized to handle the Hallett Diesel line which includes the new AC-1, 5 hp. air cooled Diesel, as well as the proven dependable 8 and 18 hp., water cooled units. Gus stated that the Hallett line will make this the most complete Diesel service in the Los Angeles Harbor area.

Gus Walker, manager of the Marine Division of Engine Sales & Service of Terminal Island.

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Automatic Tube-Ice Manufacturing Explained

Automatic manufacture of ice in convenient crushed fragments for chilling fish is presented in text and drawings in a new brochure published by the makers of the Vogt Tube-Ice Machine, the Henry Vogt Machine Co., Louisville, Ky.

This continuous cycle machine, which is available in virtually any size, automatically produces a batch of crushed ice every 13 minutes; or the larger cylinders in 40 minutes. Machine capacity of 18 tons daily, as installed in some fish packing plants, can be accommodated in a floor space 15 by 20', including compressors, receivers and ice-freezing unit.

The machine is readily adjusted to produce ice of varying characteristics, from thin flakes to solid cylinders.

The brochure descriptive of this machine will be furnished upon request

New GM Diesel Booklet Ready for Distribution

The fall issue of "Power Parade," Detroit Diesel Engine Division's publication dealing with interesting Diesel engine applications in the Industrial, Marine and Petroleum fields, is off the press. A free copy can be obtained at GM Diesel distributors and dealers or by writing the Division at 13400 W. Outer Drive, Detroit 28, Michigan.

Western Gear Works has opened a new sales and engineering office in Dallas, Texas, it is announced by president Thomas J. Bannan. Paul Marmont, formerly with the company's Portland office, will be in charge. Address of the Dallas office is 500 South Ervay Street, Dallas, Texas.

The Dallas office represents the entire group of five Pacific-Western companies which include Western Gear Works of Belmont and Lynwood, Calif., and Seattle Pacific Gear & Tool Works, San Francisco; and South Western Gear Works of Houston. The company is the oldest and largest manufacturer of gears and gear products in the West.

Tony Martinolich, designer and builder of the new tuna clipper "Aggressor", is shown adjusting the Sperry Magnetic Compass while the clipper was on her trials. Additional navigational and operational aids include a 1000-fathom sonic depth finder, a "Fathometer", and 500 watt radiotelephone. The clipper's powered tender is an 18' Kettenburg, driven by a Chrysler Crown.

National Supply Company Marine Diesel Bulletin

Bulletin 5109 just released by The National Supply Co., Springfield, Ohio, gives complete design features, ratings and dimensions of its Superior Models 60 & 80 marine diesels. Built for heavy-duty service in fishing vessels, these direct-reversing engines are available in either naturally Aspirated or Supercharged Types.

The 8-page bulletin describes the various 6 and 8 cylinder models available in capacities from 335 to 1440 horsepower.

George R. Moore, who became associated with Raytheon Co. in 1942 as a radar field engineer, is now connected with the San Francisco office as service engineer. Mr. Moore replaces **Vic Battani** as service manager. Mr. Battani is now associated with the government contracts field engineering division of Raytheon.

Russell H. Johnson has been named a special representative in Caterpillar Tractor Co.'s western sales division, with headquarters in the company's San Leandro, California, office. A native of Massillon, Ohio, Johnson joined Caterpillar at Peoria, Ill. in 1949 as a college graduate trainee. Prior to his transfer to the west, he obtained wide experience in the company's sales department at Peoria.

J. M. McKenzie, formerly Pacific Coast manager, Baker Ice Machine Company, who retired in 1942, died recently and was buried at Long Beach, Calif.

Kermath Names Watts San Diego Distributor

Dale E. Watts, owner of Point Loma Anchorage, has been appointed distributor in the San Diego area for Kermath engines and, in association with Fellows & Stewart, Terminal Island, will appoint a dealership at Newport Beach to give complete Southern California coastal service, parts and service for the engine line of Kermaths. The San Diego location will be at 5104 Harbor Drive, at The Anchorage, Ltd., which is a commercial fishing boat moorage. Here new facilities are to be established.

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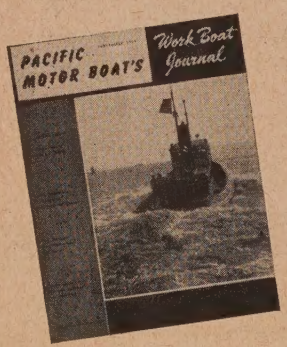

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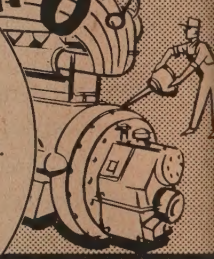

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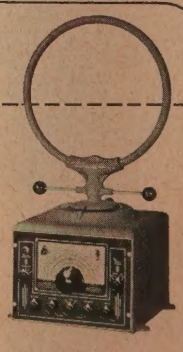

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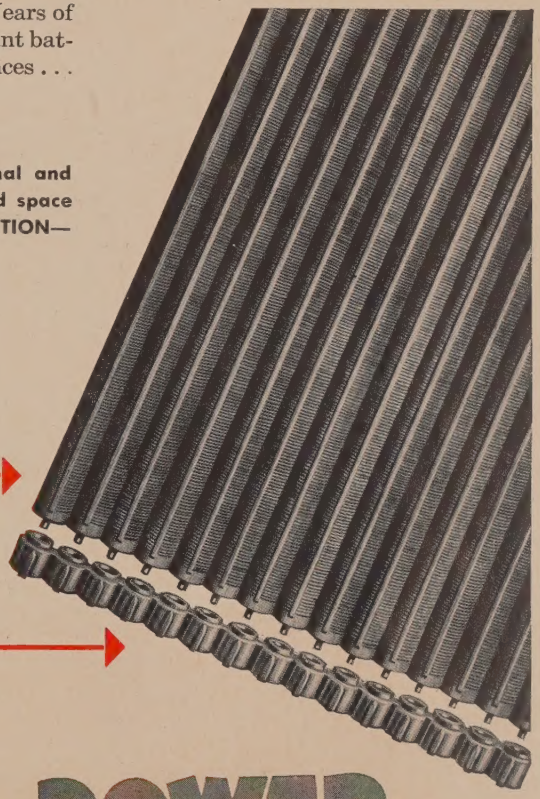

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